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Here's an interesting pair of pictures, which might help to show what I'm talking about with regard to rallies, and they're tippers, which ties in with the latest Road Haulage Archive issue. I photographed the 'Maggie' of Thomas Bros of Luton (whose vehicles you still see around) at an East London Iveco dealership, when I was researching the second-hand truck market for Motor Transport in the 19980s. B385 NLP was a classic example of the Magirus Deutz eight-wheeler, with a steel 'muckaway' tipper body, used to deliver sand and gravel to building sites, as well as take away demolition materials. It was a couple of years old and showing a few 'battle scars' when it was in for service. Substantially the same, with slightly different badging, restored CUB 107Y, seen at Gaydon in June, harks back to when Ray Foss started what has become the Britanniacrest waste disposal and recycling business.

You will notice that there are a few more pages devoted to rally reports in this issue than usual. We seem to have received more pictures from all our usual correspondents from more events. I like to give a 'fair crack of the whip' to everyone – contributors, rally organisers and, of course, the vehicle owners, who take them along for everyone's enjoyment – as well as trying to cover any new and different vehicles on the scene, while not forgetting what we might call 'the old stagers', in the nicest possible way, those who continue to support the rally scene, by turning up again and again in their old vehicles, swelling the ranks and showing that the preservation movement is stronger than ever.

I know the main emphasis of Vintage Roadscene is the use of archive pictures from the past, supported by the memories of our contributors, including our readers – sometimes the letters and pictures you send in seem the most interesting part of the magazine, so keep them coming – but the rallies are an important part of our hobby, helping to keep the interest alive. We can't get to them all, so it's good to see what we might have missed.

Of course, the big one is coming up in August. Kelsey Publishing is media partner, supporting the Great Dorset Steam Fair for 2017. We will have two promotional stands at this event, which extends to around 600 acres and is held over five days over the Bank Holiday weekend, August 24-28th, the biggest

of its type, with around 225,000 visitors/exhibitors annually.

The Great Dorset Steam Fair is a typically British event offering a unique blend of nostalgia and entertainment. The World's largest heritage and cultural event showcases our national industrial, agricultural and leisure history. There is no other event like this anywhere in the world. To order advance tickets, please visit <http://www.gdsf.co.uk/>

The 'Stourpaine Sale' is returning to the Great Dorset Steam Fair. Organiser Martin Oliver has announced that Southern Counties Auctioneers will run the sale on the opening day of the show, Thursday 24th August. The auction is now in its 45th year and is memorable for its scale and variety when it was on site previously.

Our 'Scenes Past' feature this month looks at the 'Lorry Driver of the Year' competitions of the past, a theme which was suggested by the idea that some form of driving test or other competition might be added to the activities on the Saturday of the Classic & Vintage Commercial Show at Gaydon. The idea of watching some drivers manoeuvring their lorries around some 'National Benzole' flagpoles, or showing off their roping and sheeting skills, sounds like fun and would be a real 'blast from the past'. Any volunteers?

Also in this issue is a look at the contents of the latest issue in our Road Haulage Archive series on tippers. It's not an exhaustive history – that would take several volumes to cover properly – but we've collected together an interesting selection of pictures across the



decades, showing the development of tippers, in all their different guises.

The subject of the next issue in the Road Haulage Archive series will cover vehicles over in Ireland, rarely seen on this side of the Irish Sea. There will be pictures of some cracking lorries in there.

I hope you enjoy this issue of Vintage Roadscene and manage to get to a rally or two and see some preserved vehicles. It might not have quite the atmosphere of some of our scenes from the past, but it's as close as you can get.

ON THE COVER...



Our Scenes Past feature this month covers the Lorry Driver of the Year competitions. Although often held on windswept airfields and such open spaces, these were considered prestigious events, with companies large and small sending their drivers to test their skills against each other for many years. It was – and still is, in these pages – an opportunity to see many different types of vehicle being put through their paces.

GLASGOW'S MAGIRUS DEUTZ FIRE ENGINES

Ron Henderson tells us about some of the first continental fire appliance chassis in the UK, which caused some controversy at the time.



Above: The first of the Glasgow Magirus-Deutz fire engines, which was exhibited at the Commercial Motor Show. Notwithstanding the initial controversy about them, these were big spectacular-looking machines, which served Glasgow well as first turn-out appliances.

Following a visit to Germany by members of the fire brigade sub-committee of Glasgow Corporation, a decision was made to order two dual purpose appliances and one 100ft turntable ladder on Magirus-Deutz chassis. Ordered through David Haydon Ltd, of Birmingham, at a total cost of £27,940, rapid delivery schedules offered by Magirus and difficulties in obtaining AEC chassis were the factors in making this decision.

It was in 1864 that Conrad Dietrich Magirus founded the company, manufacturing his first fire engine in 1866 at the Ulm plant. During its long history, the company was responsible for many pioneering



Above: An offside view of the Magirus-Deutz fire engine. The badge on the front, often misinterpreted as a rocket is in fact a stylised 'M', elongated to represent the tower of the Cathedral in Ulm, the city where Magirus was based.



Above: Glasgow had previously commissioned turntable ladders from Magirus, but mounted on British made chassis. This was the first one to be mounted onto Magirus' own chassis. It served at the city's Central Fire Station.

developments in fire-fighting equipment. The Magirus name was not unknown in the United Kingdom, as the firm was one of the pioneers of turntable ladders and had been exporting them to the UK since the company first developed them. Originally, they were gas-operated and, in the post-war era, hydraulic operation became the norm. In 1936 the firm amalgamated with Humboldt-Deutz Motorenfabrik which built engines and so the Magirus-Deutz connection was born.

Post-war, Glasgow Fire Service had quite a mixed fleet although, from 1960, diesel-engined vehicles from the ACV Group, consisting of Maudslay Merlins and AEC Mercury chassis, bodied by a variety of coachbuilders, such as Haydon, Merryweather and Pyrene, were introduced into the fleet. Prior to this, the city fire service was operating petrol-driven Leyland Comets, Dennis F12 and F24 Series appliances and, unusually for a city fire service, one small Karrier Gamecock.

One of the brigade's AEC Mercury fire engines was fitted with a Magirus turntable ladder. A complete vehicle with German chassis and equipment, like that on the first turntable ladder, was a totally new departure. Glasgow was the first corporation fire brigade to put foreign-made equipment on Britain's streets, although the first United Kingdom authority to commission a foreign fire engine after World War II was actually Manchester Airport, which received a Mercedes Unimog in the mid-1960s.

The Glasgow decision was not without controversy, resulting in a furore of comments about a council purchasing overseas equipment, at the expense of British engineering firms. How things have changed! The order went ahead and the first three Model 150-D14FL forward control chassis, with front panel and two

uprights only, arrived in 1968. Fitted with 156 horsepower V6 air-cooled engines and five-speed ZF gearboxes, one of the first adaptations to take place was to change the transmission control from column change to a floor-mounted gearstick.

Construction of the bodies was contracted to two national firms, Edinburgh-based SMT Sales and Services Ltd, for the pumping appliances, and Bennet Coachworks of Glasgow and Walter Alexander of Falkirk, for the turntable ladders. The first turn out appliances were big machines and a tight fit in Glasgow's old pre-war fire stations, necessitating the wing mirrors having to be folded in or out before entering or leaving the appliance room.

Three hundred and fifty gallons of water was carried, feeding two hose-reels mounted low down for easy access, the

Dennis-manufactured pump being rated at 1,000 gallons per minute capacity and mounted at the rear, with controls on the sides behind the rear wheels. Rescue equipment included a 50 ft wheeled escape ladder, 35 ft extension ladder and a short extension ladder.

Before entering service, the first one was exhibited at the 1968 Earls Court Commercial Motor Show. Both the dual-purpose appliances went operational in 1968, one at the city's south station and the other at the headquarters station at Ingram Street. The turntable ladder appliance, fitted with a 100 ft Magirus ladder was also stationed at Ingram Street. The initial order for three appliances was increased with a further two dual-purpose appliances and one more turntable ladder, making a total of six.

Former Glasgow fireman Bob James recalls two enduring memories of the Magirus Deutz appliances. One was the deafening roar coming from the engine when it was going to a call and the other was the sheer size of the cab which, when compared with the cab of the Dennis F12 cab it replaced, was almost palatial. He could not recall the machines ever breaking down; they were always reliable and more than capable for the job. All in all just a good tool.

Bob described one interesting anecdote from his days as one of the crew members of the big Deutz vehicles: "I do remember going to a call along one of the city's main roads in the North-west's Deutz Pump Escape, and going sideways, after the driver had to take immediate avoiding action, to miss and get around a car. The Pump Escapes were huge, compared with anything



Above: Pictured at Glasgow's Central Fire Station in Ingram Street, in July 1973, the original black bumper and mudguards of this and all the other Glasgow fire engines were painted white to make them more visible at night.



Above: A rear view of the prototype Magirus-Deutz dual purpose appliance, showing the arrangement of ladders and pump controls. At one time wooden wheeled escape ladders were a common feature of British fire engines, until they were replaced by light alloy extension ladders. The Magirus-Deutz appliances were no exception.

else Glasgow Fire Service had and I think they were one of the largest fire appliances bought by a UK brigade. So, while going sideways down a main road in a fire engine is dramatic enough, but one of these Pump Escapes side-on took up more or less both sides of the road – and all this in busy traffic. The driver managed to straighten it up with



Above: The second of Glasgow's Magirus-Deutz turntable ladders pictured alongside the city's last AEC fire engine delivery, a pump hydraulic platform. Pictured at North-West fire station in the Kelvingrove district in 1973, the comparison in size is notable.



Above: Glasgow's last Magirus-Deutz appliance featured a rescue cage at the head of the turntable ladder, plus some additional embellishments, such as chrome wheel-trims and white mudguards and bumper. The latter features later adorned the rest of the fleet. It was pictured at the cities West Marine fire station in 1973.

quite a substantial 'flick' which threw us across the rear cab, mounting a traffic island at the set of traffic lights on the 'T' junction he was attempting to negotiate and ending up on the wrong side of the road heading down that side. I still remember, once we all calmed down, him saying 'I don't know what you were all worried about, I had everything under control!'

In 1970, a final Magirus-Deutz appliance was ordered, another turntable ladder but on a larger chassis. Following a series of experiments with the AEC Magirus turntable ladder, this final one was fitted with a rescue cage at the head of the ladder, Glasgow being the first UK fire authority to commission such an appliance. No more were ordered by Glasgow or any other British fire service, although many years later some turntable ladders on similar, but by then Iveco branded chassis, were bought by some brigades.

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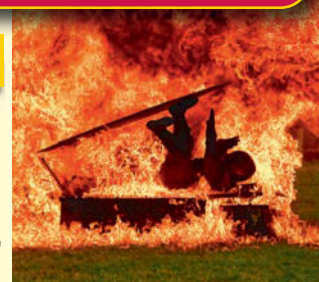
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Apprenticed to Hall & Co

Part Two

Phil Reed continues his look back to his days working for the well-known operator during the 1960s.



Hall & Co operated a large number of Leyland Octopus eight-wheeled tippers, like TRK 932 (Croydon, 1958), seen here with the driver trimming his load with a shovel (Elf 'n' Safety look the other way). A Bedford J6, VBY 965, can just be seen to the rear. (Steven-Stratten Vintage Roadscene Picture Library)

In the first part, I outlined some of the background to taking up an apprenticeship with the very large family firm of Hall & Co. As a company they turned out to be benign, but hard task-masters. I am grateful that my character and way of doing business over the ensuing half century were forged in this environment. My father, who started his apprenticeship at 14, with Commer in 1932, also thoroughly approved of the way that a Hall & Co apprenticeship drove his errant son into the world of real work.

However, in the 50+ years since I started my apprenticeship, I now realise that the working conditions have changed. Listening to my grown-up children talking about their working

lives I realise that the world of work is a now different place altogether – no wonder I spent most of my working life as a self-employed contractor.

At Hall & Co the working week was long – 49 hours – and there was plenty of overtime available to those that wanted the extra money. As I was doing two nights a week at technical college and travelling to see family most weekends I did little overtime above the normal 49 hour week. But, like all the others working at Hall & Co's central workshops in Salfords, near Redhill, Surrey, I was determined not 'to lose a quarter' by clocking in after 7.32 am.

Thus, it was an established practise for those that got in early to open the main doors of the

vehicle fitting shop. This allowed the push bike and motor bike riders, who were running tight for time, to ride flat out down the fitting shop to clock on, without losing the precious quarter of an hour wages.

For some reason I could not understand at the time, the management turning a blind eye to push bike riders belting down the shop, but woe betide motor bike riders who were caught doing the same. They not only lost the quarter, but were severely warned about their irresponsible behaviour. The relatively few car drivers were not allowed to bring their vehicles into the shop at any price – so they had to abandon their cars outside and run to clock on.

As an apprentice you had to provide your own tools. I cannot remember how I managed



Above: A Guy Warrior six-wheeler, fitted with Rapier concrete mixer equipment, all ready to be painted in the company's livery. Guy Warrior six-wheelers made up a significant proportion of Hall & Co's tipper and mixer fleet during the mid-1960s. (Steven-Stratten Vintage Roadscene Picture Library)

with no tools initially, but I vaguely recall there was a credit scheme, where you paid back a tanner (2.5p) or shilling (5p) a week, to get you started. And, in any case, there was any amount of ex-MoD tools, available very cheaply from a specialist second-hand shop in the back streets of Croydon.

So, even on meagre apprentice wages, it was possible to build up a decent tool kit economically in a couple of years. My best bargain was buying a brand new 14lb sledge-hammer for just a £1 when Alders, a big Croydon department store, gave up selling hardware. I'd dearly like to have that sledge hammer back now, but I loaned it to a friend many years ago and never saw it again.

Another thing I learnt as an apprentice was that you could be sacked on the spot. It seemed quite natural at the time but, as I understand it, this practice is now a total no-no in the world of work. Then, I suppose it was considered normal, as you knew the rules and thus had to be really silly to get fired, so therefore if you were, you had it coming to you.

All the same, it came as a nasty shock, when I was fired on the spot by the body shop foreman, shortly after I started my stint in that department. As an innocent victim, my offence seemed to have been in the wrong place at the wrong time, when the foreman had one of his moods on. I had previously been warned about his unpredictability when enraged, and



Above: Photographed by Geoff Heels, who has kindly supplied many of the pictures used with this series of articles, outside the Hall & Co Salfords workshops, are two Bedford KH tippers, including 4090 RK (Croydon, 1961), finished in the livery of Ham River, after Hall & Co had taken over this company.



Above left: Another Hall & Co vehicle photographed when new was this LAD-cabbed Albion Chieftain, 9392 BY (Croydon, 1961), fitted with a mixer barrel, carrying both names after the Ham River take-over. (Geoff Heels) **Above right:** Another mixer-equipped vehicle, a Commer QX with the later-style cab, most likely TS3-powered, YOY 909 (Croydon, 1960), carrying Hall & Co and 'Surecrete' lettering. (Geoff Heels)

was doing my best to keep my head down to no avail.

In a state of considerable anxiety I asked one of the older men in the shop what I should do. The reply being along the line of, "Oh he always sacks someone when he is having a bad day, clock off now and go home. Then come back, as normal, tomorrow morning and he will have forgotten all about it". I did and, sure enough, next morning he had!

As I mentioned previously we served our time in the various workshop departments, including the machine shop, component reconditioning, vehicle fitting, body building and the like. In general terms the skilled men in each department willingly passed on their skills to us boys – and there were the odd and unexpected opportunities with every new departmental posting.

My posting to the machine shop provided two unexpected opportunities. I did not much enjoy machine shop work – it was far too exact for my taste. Then, as now, I tended to be more of a big hammer merchant – and there was not much opportunity for exercising this skill in the machine shop.

But, working in the machine shop provided my first opportunity to 'moonlight' in what little spare time I had. In this instance as a sub, sub contract curtain-rail fitter for Knights, a small department store in Reigate. This opportunity came about, as one of the machinists knew a lady working at Knights and, as a result, had wound up fitting curtain-rails on a sub-contract basis for its customers.

There was so much of this out-of-hours work available that he asked me to help him out. For this I was very grateful, not only at the

time, but for many years after, as from then on – and for most of my working career – I have moonlighted in a variety of roles. As an aside, I reckon that after undertaking many moonlighting jobs, the best was – and probably still is – driving a wedding car on a Saturday. It's clean and there is always a chance of a tip from a grateful father of the bride.

The second opportunity the machine shop provided was to save up for a Premium Bond – everyone in the department put in a tanner a week into the shop's little scheme. As the £1 cost of a Premium Bond was reached, the next man on the list got the Bond. I paid in for some time – and was the next one due for the Premium Bond – when the then Hall & Co's new owners Ready Mixed Concrete (RMC), decided to shut the Salfords complex and make us all redundant, so I never got my Premium Bond.

The opportunities provided by working in the vehicle fitting shop also provided the opportunity for outdoor excitement. If there was a major breakdown or accident, some lucky apprentice in the fitting shop would get a chance to go out and assist the breakdown gang, riding in one of Hall & Co's two large, ex-World War 2, 6 x 6 recovery vehicles.

Of the two, the heavier capacity one was a much-modified Diamond T. Its modifications included a Hall & Co-made steel cab and a Gardner engine re-power. Its original petrol engine was reputed to have a very low, single-figure mpg fuel consumption when worked hard. In Gardner-powered form, the Diamond T was considerably more economical, but very, very slow across the ground. But its ability to move and tow anything thrown at it was unrivalled.

The company's other, slightly smaller – and considerably more fleet of foot – recovery vehicle was a Mack. This had retained its original Mack petrol engine, which ran as smoothly as oiled silk, but had also gained a



Above: As mentioned in the text, the ex-World War 2, Diamond T 6 x 6 recovery vehicle, much-modified, with a Hall & Co-built steel cab and a Gardner engine re-power, which was slow but could move and tow just about anything. (Geoff Heels)



Above: A smart and new-looking Bedford TK 12-tonner with a steel dropside body, 4074 RK (Croydon, 1961), also seen outside the Salfords workshops. (Geoff Heels)



Above: Hall & Co also supplied domestic heating fuel, using vehicles including this Albion Chieftain, TRK 973 (Croydon, 1958), with its sliding-door cab and stylish panelled-in tank body. (Geoff Heels)

Hall & Co-built steel cab, again like the Diamond T, to replace its original canvas roofed, military-specification cab.

My most memorable trip out riding shot-gun on the Mack was to rescue a tipper that had failed on the long and fearsome Pebblecombe Hill, off the A25 between Dorking and Reigate. We arrived on the scene to find a heavily loaded, Morris FF, Chinese six-converted tipper that had failed in its assault of the summit, at the bottom of the very steep, final section.

That it had got so far up the long hill amazed the recovery driver and me. It was grossly-overloaded and looked like it had only been maintained very infrequently. The driver, with some understatement, said it was not pulling very well. No doubt this was due to a good 50% overload. It certainly provided the Mack with a serious challenge to drag it up the final 1 in 6 section from a standing start, to enable the Morris to struggle onwards on easier terrain.

The body shop also provided apprentices with extra-curricular excitement, with the opportunity to move vehicles around the complex. As a major fleet operator, Hall & Co always had some 50+ new chassis in stock, mainly awaiting fitting with the tipper bodies

made on-site.

A few new chassis would also be there, awaiting fitting with pumps or blower units for oil tanker (Hall & Co had a heating oil distribution business) or for bulk cement tanker applications. For bulk cement tanker applications, Hall & Co would also refurbish the powder tanks from time-expired chassis for use on new chassis.

This stock of new chassis was like honey to bees for us boys, who wanted every chance possible to drive a lorry. So most Hall & Co apprentices made their start on the lorry driving ladder, by shifting new Bedford TK chassis about in the yard, in order that the required chassis could be extracted for fitting its new tipper body and painting. With large numbers of new chassis tightly parked in the yard there would be a lot of enjoyable vehicle shuffling.

Let me say now that this experience taught me that Bedford TKs were the easiest chassis of the day to manoeuvre in these tight conditions. By comparison, the new 16 tonne gvw Commer Maxiloards and Bedford KMs entering Hall & Co service from 1966 onwards were a whole lot trickier till you got used to them.

This was the result of these heavier Commer and Bedfords having cabs which were considerably narrower than their extended width front wings. As a result, we apprentices had to learn new width-judging skills – and until they were learnt, the toll of dented and scraped front wings – mostly incurred while reversing – was very high.

But, every cloud has a silver lining – the learning process involved in driving these first-generation mass-produced 16 tonners also sharpened up your panel beating skills. Needless to say, both the body shop foreman and body shop charge-hand were always on the look-out for any vehicle damage caused by the apprentices.

The apprentices, in turn, learnt new skills in being able to knock out dents and other front wing damage very quickly, then slap on a coat of black paint, to cover all traces of the accident – all in the yard. Then the hastily repaired chassis was driven smoothly, but rapidly into the shop when the management was not looking, so with luck you remained in the clear and the black paint dried before it was discovered.

■ Phil continues his story in the next issue...



Above left: An earlier vehicle in the fleet for the delivery of domestic heating oil, paraffin and tractor fuel was this Austin K4-based tanker. (Geoff Heels) **Above right:** More Bedford TKs in the Hall & Co fleet ready to go to work in 1961. 9055 and 9036 BY were 12 ton tippers, while 9050 BY was a lighter 5-tonner with the 16 inch smaller wheels, with a dropside body, complete with a gantry behind the cab. (Geoff Heels)



Site Deliveries

Leo Pratt brings us another selection of British lorries delivering to building sites.



Above: 'Bricks for the Builders' – and brick haulage, old-style, with 'handball' off-loading, seen here on a north Leeds site during April 1972. This was courtesy of one of London Brick's many AEC Mammoth Major eight-wheelers, 522 EBM (Bedfordshire, 1961). Note the 'suicide doors' on the glass-fibre Mk V-style cab, probably one of those built by RTS for this company's vehicles, and the 'cage' dropside, a sign of things to come.

Here is a further selection of pictures, showing British lorries delivering the goods in times past. There are four, six and eight-wheelers, plus artics.

The latter could cause us some problems, especially during very wet periods or during winter. However, with good cooperation between site staff and drivers, we could usually get the artics in, off-loaded and away with few problems.

The picture of the London Brick AEC reminds me of just how many materials were unloaded by hand in the past: bricks, timber, roof tiles, pipes, kerbs, bagged cement. These were just examples of the loads which had to be handled by a gang of men when they were delivered – even as late as the 1970s – with no lorry-mounted cranes, grabs, or fork-lifts, and fewer machines like cranes and JCBs on hand to help. We have certainly come a long way since then.



Above: Pre-cast concrete floor sections were – and still are – a feature of many new-builds. This AEC Mercury, 5931 KW (Bradford, 1963), running for Concrete Northern (Bison Floors) of Stourton, is seen fully loaded prior to a site delivery in June 1974.



Above: Down from Scotland on a dismal January day in 1977, this Gardner 120-powered ERF, ESW 561G (Kirkcudbrightshire, 1968-69), of T P Niven, is seen unloading its cargo of central heating radiators at a muddy site in Featherstone, Yorkshire.



Above: A Guy Big J4T, DFU 793L (Lindsey, Lincolnshire, 1972), looking quite different with its extended cab roof and sleeper 'pod', of John B Bates of Somercotes, Derby, is seen having pre-cast floor sections off-loaded by the Bowmer and Kirkland mobile crane, on the same Featherstone site, but in very different conditions in sunshine, two months later.



Above: 'Make-up Load'. Just one pipe forms the load seen arriving on-site here, courtesy of one of Tudor's Atkinson Borderer artics, DRE 976K (Staffordshire, 1971). This pipe would complete the piping of a roadside stream, to allow a new access road to be constructed into the site.



Above: Another roadstone delivery and another lost livery. This Steetley Gardner-powered Foden with the S90 'Haulmaster' cab, HKY 124W (Sheffield, 1981), seen tipping its load of roadstone at a Thorpe Arch site in Spring 1984, represents another company name no longer seen, having been taken over by another bigger group.



Above: Having just reversed into the site compound at Wakefield in Summer, 1986, this Atki Borderer of Squire's of Bloxwich, DDH 446L (Walsall, 1973), was delivering a lightweight load of 11 metre long 'Al Form' alloy beams from RMD at Aldridge. These we would use to make up formwork to produce concrete structures.



Above: 'In the thick of it'. Pre-cast concrete floor sections again, seen being off-loaded at the site of a new pumping station during Summer 1987. The Ackerman H10 excavator waits at the rear, to give Joseph Hoyle of Wakefield's Leyland Marathon 2, RFA 970W (Stoke-on-Trent, 1981), a 'gentle nudge', should the lorry require it to get out of the muddy site.



Above: A few months later, in October 1987, on the same site, a heavyweight Bedford KM four-wheeler, TNW 915R (Leeds, 1977) – note the twin fuel tanks – is having its mixed load of materials off-loaded by a mobile crane.



Above: This G-cabbed Leyland Reiver, TVM 883X (Manchester, 1982), seen on our site at Seaham Harbour in Summer, 1995, had just come to grief. On a very warm day, with a heavy load of pipe-bedding, as she arrived, she blew a hose. Later, her owner-driver had the problem sorted out, tipped and was away.

Right: More bricks, seen being off-loaded, again by the lorry's own loader and brick-grab, which had become the norm by the late 1980s, when this Foden rigid eight, with the S90 Fleetmaster (single screen) cab, VUG 71X (Leeds, 1982), in the Celcon fleet was photographed at yet another pumping station we were constructing in Sheffield.



Left: Another 'heavyweight', having just off-loaded its cargo of facing bricks with its own lorry-mounted crane and grab, I thought this Leyland Octopus 2, JTV 591V (Nottingham, 1980), of Costhorpe Brick Company of Worksop, was well worth a shot, prior to its leaving our site in August 1987. Muddy again – and it was supposed to be summer.

KENT AND SUSSEX TRANSPORT

Part 2

Les Freathy continues his look at some of the commercial vehicles which worked in these Southern Counties.



Above: Many of the coach and bus companies in Kent and Sussex ran their own recovery vehicles until later years, when specialist firms were able to offer much more up-to-date equipment for the job. This long wheelbase twin boom Scammell Crusader served the fleet of W H Bailiss & Sons, and was spotted at the company's yard, at Flimwell, on the A21 in Sussex.

This article takes a varied look once again at some of the past transport to be seen working and as supplied in the two counties of Kent and Sussex.

I have again chosen a selection at random, to highlight the many diverse occupations with which these vehicles were involved, which I believe will keep the readers interest flowing. Within this part two, I have included a showman's lorry and a fire engine, but the intention is to keep these to a minimum, as other articles in the magazine cover these subjects for the readers.

One wish I have is that I had started to study this subject much earlier than I did, especially when I was lorry driving all over the South East and London, back in the latter half of the 1960s. In those days there were still many older lorries working and even the new vehicles then are classed as classics today.

In addition, of course, many of the premises I delivered to and collected from would have had a lot of old material still on file. Sadly, in later years, much of this would have been



Above: Further down towards the coast in Sussex, at Brede, just north of Hastings, Hartnells ran a yard involved in the timber industry. Way back in the 1970s, I made a works call and discovered a lot of older equipment still parked up around the back, including this ex-RAF Thornycroft Amazon with Coles Mk VII series Z crane. It was in a sorry state, but restorable, and I did hear it was sold a while later, but I wonder if it was ever restored to its former glory.



dumped. One instance where I did call in just too late was Blaw Knox in Rochester, where I was told: "It's probably all in the skip", which I found had been collected that morning. Who knows how much material is now buried in the tip.

However, I am grateful for all the items I have managed to collect and I am convinced that a lot is still out there, especially in the hands of individuals which, as many readers will know is always the hardest to locate.

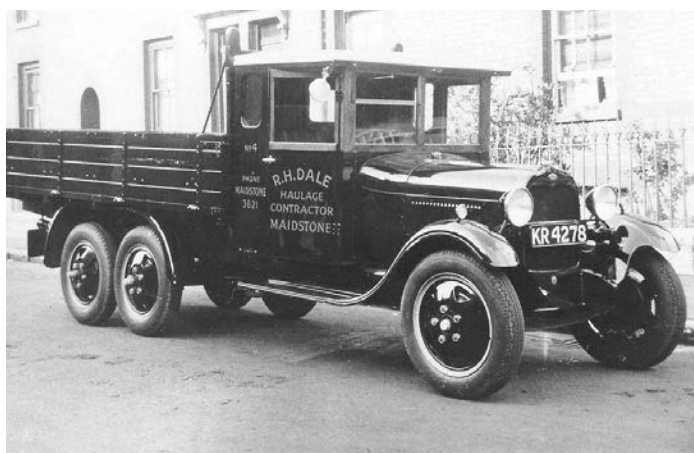
Left: In the previous article on Kent and Sussex transport, I featured a converted Ford W0A2 utility used by Haynes of Maidstone. This second picture allows us to see the working end of the vehicle, showing the gantry and block and tackle, as the crew carry out a major overhaul on the tractor.



Above: From time to time I will feature the occasional local showman's vehicle of a classic or vintage nature. From long before my lifetime, the Forrest family has served many fairs in Kent and South East London, and continue to do so. Every summer I would come across the fair during my travels, and here I managed to capture a ERF B Series tractor, on which a generator is mounted, at the annual fair at Walmer-Deal in Kent.



Above: Chapmans Transport from Tunbridge Wells was well-known in the area for demolition and tipper work, but in conjunction with the main business, also ran a thriving waste disposal skip operation, for which this Dodge K series formed part of the fleet.



Above: A early 1930s picture of a Ford AA six-wheeled conversion with a dropside body, I believe supplied by Haynes of Maidstone to local haulage company R H Dale. I know very little about Dale, but this Ford is fleet number 4, and I wonder just how many vehicles were in the Dale fleet at this time.



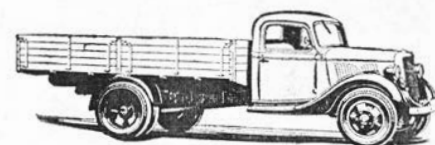
Above: Hedgecocks of Dover was based in the early days in the High Street, and operated for almost 80 years in the removal business, before closing down in the early 1970s. This picture of a new-looking long wheelbase Bedford A Type with a Luton body probably dates from the mid-1950s period. There was no mistaking who was the operator, although there were no contact details.

Right: Another coach company recovery vehicle, a Volvo F88 six-wheeler, fitted with both a recovery jib and a hydraulic crane. The Volvo was operated by Hastings-based Rambler, and was photographed at the company's depot, situated at the top end of the town, just below the Ridge, off the A21.

Below: Gordon King, based at Kingsnorth in Ashford, ran a small fleet of tippers and general haulage vehicles for many years. Here we see a sample of his fleet in the 1970s, including two grille variants on the AEC Ergomatic cab, a later Guy Big J and a Seddon Atkinson.



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Fordson Trucks
gets the contract!*



On 3314" chassis £361, on 357" chassis £273 (prices as works)

The 8-Cyl. Fordson 3-Ton Truck

"Proved by the past — improved for the future"

Base your estimates on Fordson transport efficiency and economy. See the saving Fordson trucks give you on every load of material they handle. The truck is constructed for heavy service and the wide range of gear ratios allows it to surmount any hill it is likely to encounter. Get into touch with us to-day for a demonstration.

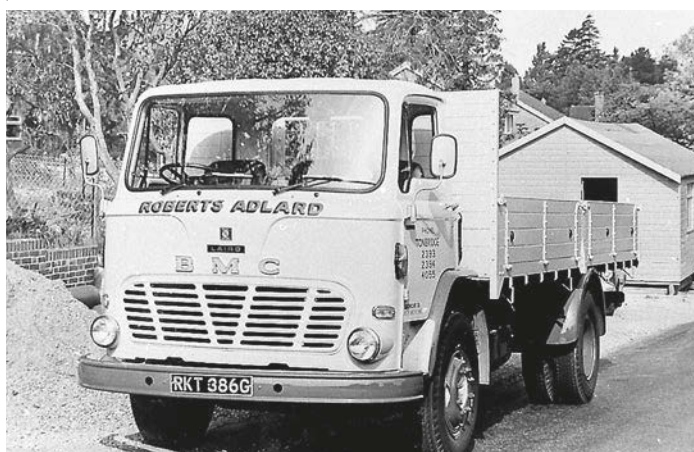
J. HOLLINGSWORTH, Ltd.
13-15 HAVELOCK RD., & BRAYBROOKE RD.,
HASTINGS
OBSERVER 'Phone: 2727-8
14-3-36

Above: Here is another of the pre-war adverts from J Hollingsworth, the main Ford dealer in Hastings. This one advertises the 1936 model Fordson 3 ton truck, and featured in the local newspaper, the Hastings Observer.

Left: Another of the colourful tanker fleet of Alan Lock of Headcorn. The varied vehicles of many types operated by the company over the years included a small number of ERFs, in this instance, a model C40 tractor unit with sleeper cab.



Above: Down-sizing somewhat now, with this picture of a Morris J2, with a Luton body, supplied to House Furnishers, Fishers of Robertson Street, Hastings. The vehicle was supplied by Caffyns of Eastbourne.



Above: There has always been a good range of builders' merchants in Kent and Sussex. Among them, Roberts Adlard have run a number of different vehicles, including this 1968 BMC Laird BMC 7 ton dropside lorry, then based at Tonbridge.



Above: I am not sure where this AEC Monarch was based in Kent, but gather that the Kent Co-Operative Dairy was part of the huge organisation, which spread throughout the UK up to the 1950s or so, and still exists, but not as the giant it used to be.



Above: Photographed outside the Caffyns group headquarters, this Morris FJ tractor and drop-frame semi-trailer was used for the delivery of parts to the many Caffyns BMC dealerships throughout the South East.



Above: Just for a change, a fire engine based on a Ford 7V, for Malling Rural District Council near Maidstone. The appliance was supplied by Haynes of Maidstone, but I am not certain if the body was built in the company's workshops.

APV - ALUMINIUM PLANT & VESSEL CO LTD

Stuart Wilson of Crawley has sent us some interesting adverts as a result of seeing pictures of the products of a company with which he had close ties in our Road Haulage Archive series.



The Aluminium Plant and Vessel Company was formed by Dr Richard Seligman, at Point Pleasant, Wandsworth, London in the early part of the last century.

As The Name implies, the company specialized in the manufacture of machinery and tanks in aluminium, although it also worked with copper, which was still a mainstay of food processing materials.

In the early 1950s, APV moved to a new purpose-built factory in Crawley, West Sussex. Also at this site was APV Paramount, which was a specialized stainless steel foundry, formerly known as Paramount Alloys of Slough.

APV's first foray into road tankers was during the early 1920s when, in collaboration with Scammell of Watford, the company built two one-piece welded aluminium road tanker linings. The Aluminium lining had a weight saving over the then normal glass lining, which enabled these tankers to carry 2,620 gallons of milk, compared with the 2,100

November 5, 1937.

THE COMMERCIAL MOTOR

Advs. 31

ALUMINIUM TRANSPORT TANKS



**STAND
108**

Don't miss the
magnificent display of
Aluminium Road Tanks on
Stand No. 108.

13th INTERNATIONAL COMMERCIAL
MOTOR TRANSPORT EXHIBITION.
NOVEMBER 4th-13th, 1937.

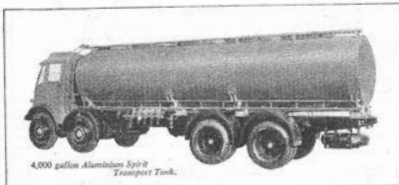
APV

MAKERS OF 90% OF THE
ALUMINIUM TANKERS ON THE ROAD
THE PIONEERS IN G¹ BRITAIN
OF ALUMINIUM WELDING

The Aluminium Plant & Vessel Co Ltd.
POINT PLEASANT, WANDSWORTH, S.W. 18

THE INDEX to advertisers and their Telephone Numbers precedes the first page of text

A31



4,000 gallon Aluminium Spirit Transport Tank.

From Petrol to Whisky

from Vinegar to Beer, APV

manufacture the correct tank in the appropriate metal.

APV Tanks have been made for almost all the many liquids that are now carried in bulk.

Some of these tanks can be seen on



2,000 gallon Stainless Steel Whisky Tank.

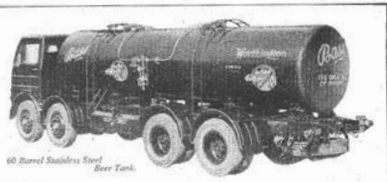


Copper Liquid Oxygen Tank.

APV STAND No 116 COMMERCIAL MOTOR SHOW

THE A.P.V. COMPANY LTD., MANOR ROYAL
CRAWLEY, SUSSEX. Telephone: Crawley 1360

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60 Barrel Stainless Steel Beer Tank.

TRANSPORT TANKS IN ALUMINIUM AND STAINLESS STEEL

31

APV Aluminium Alloy and Stainless Steel Tanks for CLEANLINESS AND FLEXIBILITY in the bulk transport of liquids



APV 4,000 gallon, five compartment, Aluminium Alloy Fuel Oil Transport Tank.

With the ever increasing range of liquids now carried in bulk, road transport operators are turning more and more to tanks made of aluminium alloy or stainless steel. These metals combine corrosion resistance with strength and ensure clean carrying and long life with all liquids.

APV have specialised in the construction of transport tanks in the corrosion-resistant metals since they pioneered their use and today are able to offer exceptional experience and resources for the design and fabrication of tanks.

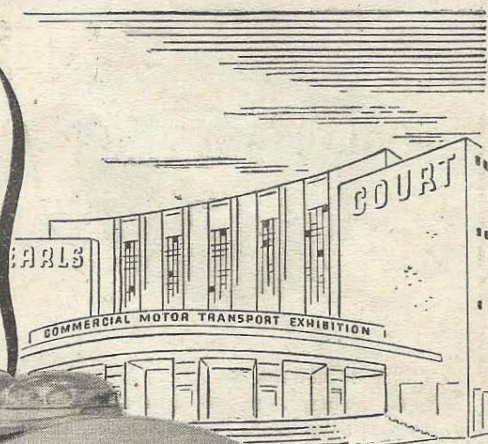
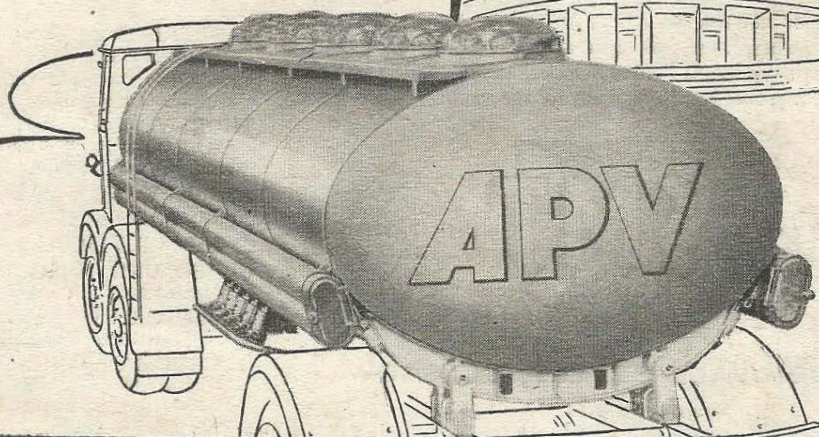
STAND NO. 112, COMMERCIAL MOTOR TRANSPORT EXHIBITION, EARLS COURT, LONDON



APV 90 barrel, two compartment, Stainless Steel Beer Transport Tank.

APV
THE A.P.V. COMPANY LTD.
Manor Royal, Crawley, Sussex.
Telephone: Crawley 27777. Telex: 8737.
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APV ALL-WELDED TRANSPORT TANKS in aluminium and stainless steel ON STAND 90



THE A.P.V. COMPANY LTD., WANDSWORTH PARK, LONDON, S.W.18. TELEPHONE: PUTNEY 4492

TANKED UP APV STYLE

Brian Howes takes a nostalgic look back at a company famed for its road tankers, and the chassis-cabs in which they were fitted, in the 1950s and 1960s.



AEC Mammoth Major Mark III with 3000-gallon aluminium formaldehyde tank built for Victor Blagden & Co of London.

Invenys APV and Invenys Systems Ltd specialise in the production of automated processing plants for the food, dairy and brewing industries these days, but back in the 1950s their main line of business was the adaptation of all manner of commercial road vehicles for the transportation of bulk liquids.

APV (Aluminium Pressure Vessels) was established in Wandsworth, south-west London before the war, where it remained until the immediate post-war years, when it was able to expand by a move northwards.

As Britain recovered from the ravages of war, a new dawn emerged in which visionary new towns were planned. The

resulting New Town Act of 1946 was designed to move people and industry out of London to several designated areas within a 30- to 40-mile radius of the metropolis, one of which was a 6000-acre site at Crawley in Sussex.

Emerging as a Saxon village, Crawley had grown into a small market town by the 13th century. The railway arrived in 1848 and the growth of nearby Brighton into a fashionable seaside resort brought more business to the town, but it still had a population of only 10,000 by the outbreak of WWII. Its development as a New Town, however, saw its population mushroom to over 60,000 over the next 25 years.

A large percentage of this population were able to find employment locally when the Manor Royal Industrial Estate was established to the north-east of Crawley in the 1950s, with industries ranging from engineering and electronics to printing and plastics. It was here that APV relocated its business from Wandsworth, where it had pioneered the welded fabrication of aluminium and stainless steel in Britain.

After moving to Manor Royal, APV applied its vast experience and spacious new facilities to the construction of transport tanks of the highest quality. Using its wealth of design expertise in the construction of specialised fabrications, it



AEC Mammoth Major six-wheeler with 2400-gallon stainless steel tank transport tank.



AEC Mammoth Major Mk III eight-wheeler fitted with 3000-gallon aluminium tank transport tank.

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of a glass-lined tanker. Both these tankers were supplied to Viner & Long of Frome, Somerset, for a new daily trunk service to Park Royal, London.

APV continued to make road tankers until about 1965, when the company ceased road tank production, to concentrate on its core business of food, drink and chemical processing plant.

APV's early involvement in the tanker business was partly thanks to the use of a process and flux used to weld aluminium. This process was patented by a German company and licensed to APV.

During the war years, APV was heavily involved in war work, as were all other engineering companies of the time. APV had a modest workshop in Garrett Lane, Wandsworth, dedicated to the manufacture and repair of aluminium Spitfire fuel tanks.

After the war, APV was keen to get back to civilian work and turned its skills to the

use of stainless steel.

Stainless Steel was used alongside the traditional mild steel and aluminium that APV had been using, and had many benefits for handling food products and chemicals.

APV exhibited at most of the London 'Commercial Motor Shows' up to 1960.

Many APV tanks could be identified by the end caps on the delivery hose tubes on the side of the tanker. These were cast aluminium caps, with the APV trademark cast into them. This trademark was the APV lettering, surrounded by a large letter C and a small letter O, in the opening of the C, so that it read APV Co.

Most of my parents' family worked at APV, both in Wandsworth and Crawley. My dad was a lorry driver for one of APV's contract hauliers, then he transferred to APV, when the company absorbed the contract haulier into the in-house fleet.



Albion 110/55 six-wheeler with 3000-gallon stainless steel whisky transport tank.

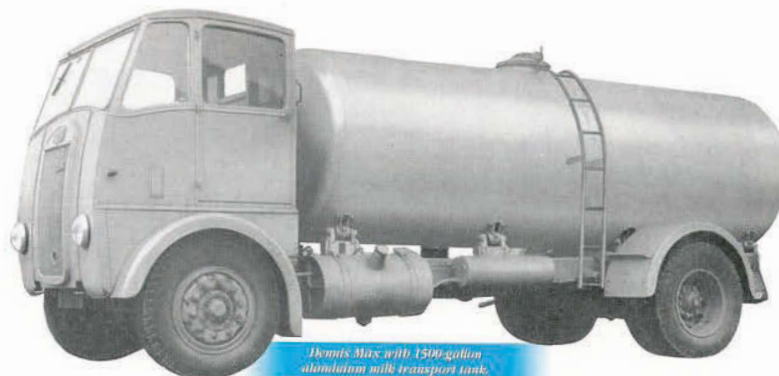


Two 3.5-ton aluminium bulk cement powder transport tanks mounted on a seven-ton EC Commer for Hall & Co Ltd.

consulted expert advice on the style of tank most suited to their individual needs. This included the type and grade of metal used and the various sections and compartments necessary, along with essential equipment such as manways, outlets, mountings, hose carriers, ladders, walkways and pumping equipment.

It was able to manufacture insulated and uninsulated, pressurised and unpressurised tanks to cope with any corrosive properties in the liquid and, where necessary, to meet ever more stringent hygiene requirements imposed by the Government.

The range of commercial vehicles fitted with APV tanks was extremely wide and varied, and archive photographs show a



Dennis Max with 1500-gallon aluminium tank transport tank.

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Bedford OLB five-tonner with 1,000-gallon aluminium Cleveland motor spirit transport tank.

This Ford Sussex six-wheeler is seen complete with 2,000-gallon aluminium motor spirit tank.



Leyland Octopus with Cleveland 6,000-gallon aluminium motor spirit tank.

A mouth-watering selection of lorries. AEC Mammoth Major eight-wheelers were capable of carrying the heaviest of loads and were fitted with massive 3600- and 4000-gallon aluminium tanks for oil and petroleum spirit as well as giant, 60-barrel stainless steel tanks for keg beer. One of the most unusual of the larger vehicles was a 2000-gallon whisky transport tank mounted on an Albion HD55 six-wheeler, which was commissioned by a Scottish distiller.

The AEC Mammoth Major Mark III and Leyland Octopus were also great favourites with oil and petroleum companies of the 1950s, as were Foden FG and DG eight-wheelers – remember those great little Dinky Supertoy models of Mobligns, Regent and Esso eight-wheeler petrol tankers? Other oil and petroleum companies to commission vehicles from APV included Cleveland, Castrol and Gulf Oil Great Britain Ltd. Smaller tanks were fitted to the Bedford

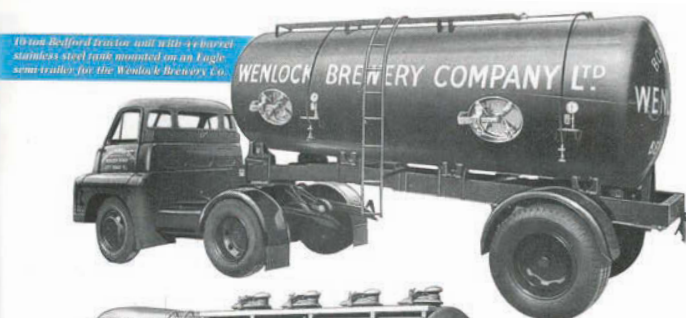
OLB, Austin Loadstar and Leyland Comets and Beavers, while some of the more unusual vehicles to be fitted with tanks included the Leyland 'Steer', Ford 'Sussex' six-wheeler, Dennis Max, Commer Q4 and 37A models, GMC eight-tonners and the Albion FT37. APV also manufactured six-wheel Dyson drawbar tank trailers incorporating Achermann steering, and also fitted tanks to Eagle semi-trailers and single compartment sloping semi-trailers.



This Bass Worthington 60-barrel stainless steel beer transportation tank is mounted on a Leyland Octopus.

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This Bedford tractor unit with 4-barrel stainless steel tank mounted on an Eagle semi-trailer for the Wenlock Brewery Co.



This Castrol 1000-gallon aluminium oil tank is mounted on a four-ton Austin Loadstar.

favoured by many brewers in the days when tankered keg beer was on the rise. Company records show that 30-barrel stainless steel tanks were also fitted to Tasker four-wheeled drawbar low loader trailers.

Classic tankers are something of a rarity in preservation today so sit back and soak up the nostalgia, courtesy of these fine pictures from the archives of APV – makers of some of the greatest bulk liquid tankers to grace the roads of Great Britain in the post-war years.



This 1500-gallon aluminium oil tanker is mounted on a Leyland Comet chassis.



APV 2000-gallon aluminium Gulf Oil 60-barrel tank mounted on a Leyland Steer.

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I often went with Dad in the lorry and I can remember seeing an AEC Mammoth Major tin-front chassis (without cab) parked at APV Crawley, awaiting fitment of a tank. It was there for about a month before it was bodied and delivered to the cab builder.

APV supplied stainless steel pipe and fittings to the other major road tanker builders, Butterfields of Shipley, Steel Barrel, Thompson and the Milk Marketing Board workshops – all MMB tankers at the time had APV 'Leakproof' (trade name) cocks fitted on the discharge pipework.

As I said, most of my family worked for APV and I followed, with an apprenticeship as a millwright/fitter at APV Paramount.

Here is an interesting selection of period adverts for APV road tanks with pictures of vehicles. They show a variety of different tankers on various chassis, for the transport of all sorts of liquids, from petrol to whisky, plus oil, beer and cement. There is also a picture of the works in Crawley and the 1920s Viney Scammell articulated milk tanker.



Above: The artic tank trailer supplied in conjunction with Scammell, to Viney & Long of Frome, Somerset, in the 1920s, to trunk milk to Park Royal, London. The aluminium tank saved unladen weight, compared with a glass-lined steel tank.

The adverts feature pictures of vehicles carrying tanks built by APV, used to carry a whole range of liquids, as well as powders, which were also used in a previous article on the company.

ROAD HAULAGE ARCHIVE

TOP TIPS

A classic tipper from the 1960s, a three-axle Bedford TK in the livery of Fosse Haulage of Leicester, AAY 333B, which offered a good combination of capacity and performance. Many operators considered lightweight lorries like this more economical, while others preferred longer-lived heavyweights, like AECs or Leylands.



*The latest issue of the Road Haulage Archive series is about tippers – all sorts of tippers – a pictorial history, using a range of photographs from our archives. **Mike Forbes** offers a preview here.*

There is something fascinating about tippers. It is always interesting to see the hydraulic ram pushing the body up, the tailboard opening and the load cascading out of the back. Equally, I'm sure we all enjoy watching some sort of excavator or loader – usually coming under the catch-all description of 'digger' for most of us – as it drops its bucket-load into the back of a tipper on site or in a quarry.

Of course, tippers are used to carry all sorts of materials and commodities: coal and coke, grain and other agricultural produce, animal feedstuffs, sand and ballast for building, roadstone, spoil from groundworks and

demolition sites – the list seems almost endless.

Some of these are very dense and heavy, so a comparatively small quantity will quickly approach the tipper's maximum payload, meaning that a low-sided body will be most suitable. Examples are aggregates and roadstone. Other commodities, like coal – and especially coke – or grain, are lighter for a given volume, so a high-sided tipper – what we might term a 'bulker' – is the order of the day. Other tippers will have been built to suit either purpose, or might be fitted with double dropsides or side extensions – commonly termed 'greedy boards' – when required to carry bulky loads.

These days, nearly all tipper bodies are built using aluminium alloy panels and extrusions for the framework. This offers a light, yet strong construction. However, some jobs are still considered too 'heavy duty' to use aluminium, so steel is used to build tippers for demolition work and what is known in the business as 'muckaway', where the rough nature of the load could easily cause damage as it is loaded or unloaded. In the past, it was usual to build most bodies including tippers from wood, perhaps with metal plates on floor or sides to help with wear and tear.

Ever since surprisingly early days, hydraulic rams have been used to lift the body to tip the load. These have been single or twin

Right: In the early days, there were all sorts of different tipping systems. Side-tipping lorries and three-way tipplers were surprisingly popular. Here is a Leyland on solid tyres, EH 2489, which was supplied to a Staffordshire Pottery, with side-tipping gear, driven by chain from a handle at the rear.

Below: Long forgotten, even by many enthusiasts, Armstrong Saurer lorries were used by a number of companies, including Tarmac of Wolverhampton, whose massive-looking 1933 six-wheeled 'Dominant', ALH 849, was a three-way tipper, with under-floor hydraulic tipping gear, for use on roadworks.



During the 1930s, not all operators were convinced of the need for, or perhaps mistrusted hydraulics, like A Mould & Son, of Mow Cop, Staffordshire, whose 1935 Dennis 50 cwt 'Flying Pig' tipper, BVT 615, is seen here, the toothed rack for the hand-operated tipping gear just visible at the rear of the cab.



Right: During the dark days of World War II and afterwards, tippers were in big demand for both delivering construction materials and clearing damaged sites. Delivered just in time for this war work was Dodge 5-tonner, BUT 832 of Leicestershire operator, Thomas Beedle. With an unladen weight of just under 2½ tons, it was allowed to run at 30 mph under the regulations of the time, which included the masked headlight and white-painted extremities. (CC)

VETERANS



Left: Possibly the most widely-used tipper of all time? During the early-post-war years, you saw them everywhere. Despite being worked hard for many years, there is a surprising number of survivors. This 1946 Bedford 'OST' with quite a tall wooden dropside body, GNK 733, still with its original 28hp petrol engine is seen in preservation, carrying the name of builders, Chillingworth Bros.



are required.

Tippers have long formed an important part of the transport business, as witness 'Tipcon', the Road Haulage Association's Tipper Convention, for many years a major fixture among the annual events and shows where transport professionals can meet up to discuss matters of interest to the industry and see the latest vehicles and equipment available.

In this issue of the Road Haulage Archive series, we have looked at tippers through the different decades, starting with the 1920s and moving on to the 1980s, which was originally

rams, positioned under-floor or at the front, with various types of stabiliser added to longer bodies. Some smaller tippers used to be raised by hand, with various ratchet or screw systems to magnify the manual effort. All these were developed initially from the old 'tumbrel' or tippler horse-drawn wagon, for which a push over-centre would then use gravity alone to eject the load.

Like so many other types of lorry, tippers have generally increased in size and capacity over the years. Six and eight-wheelers and then artics have come into use, to move the maximum quantity of material each trip. For many years, the eight-wheeler was considered the ideal for aggregates and roadstone, which often involved an element of off-road work, but even with these, the artic is making inroads these days.

Of course, there is still a place for a smaller vehicle for builders and other trades, with the Transit or similar, non-HGV, as well as bigger four-wheelers still finding a place in many fleets, where access is difficult or small loads



Above: This AEC Mammoth Major eight-wheeler, with an early style of aluminium alloy tipping body, HFX 429, restored in the livery of Devon operator, J R Pratt, reminds us that larger capacity vehicles increasingly became the norm from the 1950s onwards, with artics replacing rigids these days, for all but the most specialised jobs, or where access is a problem.

Right: Meanwhile, the dropside tipper has retained its place in the market, as many jobs still involve loading or unloading by hand with shovels, as shown by this mid-1950s Commer for F A Rayns, of Cossington, Leicestershire. The use of twin rams continued to be popular with some operators for many years. On this vehicle, they are contained within the length of the tipper body.

going to be called 'Moderns', as this is how most of the vehicles will look to many of us, but it was 30 years ago...

We have also included a brief section on steam lorries, a look at some specialist type of tipper, like 'bulk blowers', skip loaders and moving floor vehicles, designed to avoid the dangers of roll-overs with tippers on uneven or unstable sites, like waste tips.

There are also some 'Fleet Focus' pages, showing a company's vehicles in different decades, or different types in the same livery.

Some of the pictures come from Colin Chesterman's extensive collection (CC), built up over his lifetime involved in the commercial vehicle industry. He worked for Douglas Weir Ltd, a Seddon, Vauxhall and Bedford dealer in Leicester from the early 1950s, apart from three years in the REME from 1957, becoming assistant service manager, until the company ceased trading in

1964, then with WHS Transport, part of the W H Smith and Son Group, on fleet maintenance and operations, for 35 years until 1997.

The others are from the Steven-Stratten Vintage Roadscene Picture Library and include manufacturers' press release photographs, from both body and chassis builders, and shots taken of vehicles in use.

Unfortunately, in the majority of cases, there is little information available about the tipper bodies themselves, but we have included all that we could. If anybody has more details about any of the vehicles shown, we would be pleased to hear from you and to use your information in the Vintage Roadscene letters pages.



Above: In the Road Haulage Archive, we also look at some specialised types of tipper. Skip loaders – or multi-bucket units – were introduced from France in the 1960s. tipper specialist Edbro soon had its own design on offer, like this demonstrator on a Bedford TK chassis.

ROAD HAULAGE ARCHIVE

TIPPING THE BALANCE

A PICTORIAL HISTORY OF TIPPER LORRIES
THROUGH THE DECADES



All sorts of tippers, large and small, old and not so old, operating on a range of work in different situations



VINTAGE
ROADSCENE
www.roadscene.com



In the Road Haulage Archive, we have devoted a number of pages to the vehicles of a particular operator, offering some interesting comparisons over the years, as well as some remarkably different types in some cases.

Here we have some of the vehicles run by the constituents of Hercock Simpson, more recently known as a general haulier and builders' merchant, but back in the 1950s and early 1960s, its constituent companies were coal merchants and specialist hauliers.

William Hercock, based in Leicester, had a fleet of Bedford TK four-wheelers with aluminium bulk tipping bodies, with twin-ram tipping gear, three of which, 368 DRY, 516 and 487 EBC, are seen here with 17 NYA – also seen separately – which had self-weighing equipment at the rear, to fill sacks for delivery, and a platform lorry, 573 GRY, at the end.

T Simpson & Co was also Leicester-based. We see its Dodge short wheelbase four-wheeler – probably the best new vehicle available, although not ideal for bulk coal movements – a V-cabbed ERF eight-wheeler, KBC 839 of 1953 – the sides of the bulk tipping body leaving us in no doubt that Simpson's were 'the coal people' – a Bedford S Type seen when new, with a short wheelbase high-sided tipping body – a 1951 petrol-engined Commer QX artic, HJF 536, with a bulk tipping trailer – and three later Commer four-wheeled tippers, one of which, NBC 650 of 1955 has Simpsons Haulage on the headboard, showing a shift in the company's business, soon to be combined with that of Wm Hercock.





LEYLAND RAF TYPE

Alan Barnes looks at the vehicles bought back and reconditioned for sale after World War I.



The standard Leyland Subsidy A Heavy Tender (Mike Sutcliffe Collection)

On 15th February 1926, Leyland Motors Ltd was obliged to issue an apology to its prospective customers. The situation which had arisen was by no means thanks to any failing on the part of the company, but more to do with the satisfactory completion of a major project.

The company made the following announcement: "We desire to express our thanks to the very large numbers of our new and old friends who have during the past few weeks favoured us with their instructions to supply them with RAF models, and to confirm our regrets that we have been unable to accept the majority of these orders because the supply of our famous reconditioned RAFs has

definitely come to an end."

Leyland placated their customers by adding: "Those who have decided to substitute instructions for the latest type of 4-tonner at the new list price of £800 will, we feel sure, be more than satisfied with their decision. The Leyland 4-tonner is of world-wide fame and will continue worthily to maintain the reputation of the renowned reconditioned war-time RAF, henceforth no longer to be available."

The last of the reconditioned RAF 4-tonners were sold early in 1926, with an advertisement placed by the company on 15 January 1926, stating that: "Last week there were 33 left, this week the number is only 21. Next week....." This marked the end of an extensive post-war project, to rebuild thousands of military vehicles for the commercial vehicle market.

Following the end of World War I, many thousands of ex-War Department vehicles became surplus to Ministry requirements and it seemed likely that the market would be flooded with vehicles, some of which



Left: Tough enough to stand a lot of abuse, a long wheelbase Subsidy A (clearly not long enough) aircraft float. The additional weights at the front did no good at all. (Mike Sutcliffe Collection)

Right: One of the first reconstructed War Office lorries, later to be called RAF Types (Mike Sutcliffe Collection)

would be in rather dubious condition. Leyland Motors took the decision to buy back as many vehicles as possible, so that they could be reconditioned before re-sale. This would certainly avoid sub-standard Leyland-badged vehicles operating on Britain's roads and presenting the company in a bad light.

The company was well aware of the enormity of the project and, as well as buying back ex-service vehicles, it also bought the government-owned aircraft factory at Kingston-on-Thames. This factory had been leased to Sopwith for aircraft production but, in 1919, the Government decided to sell the plant and offered to sell it to Sopwith.

However, the company's offer was not accepted by the Ministry and the sale of the works was put out to tender. Leyland Motors offered £200,000 for the building, which was accepted at the end of 1919, and subsequently this factory would handle all the work to recondition all the Leyland vehicles which had been re-purchased. The operation at Kingston would continue until 1926, by which time over 3,000 vehicles had been acquired and either reconditioned and sold or broken up for parts and scrap.

In 1963, Old Motor and Vintage Commercial magazine published details of the vehicles which were handled at Kingston, recording that 64 were broken up as scrap, 25 were dismantled, but replaced by vehicles made from spare parts and fitted with new engines, 107 were sold on as purchased

and did not need re-conditioning, 10 were reconditioned and retained for use by the company, a single vehicle was sold on as new and there was a total of 2,904 re-conditioned and supplied to customers.

Given the immense effort which must have been made, to acquire such a large number of vehicles, it does seem strange that Leyland did not make the decision to buy the extensive supplies of spare parts, which the Government also had in stock at that time. It would seem that most of these were bought by private

dealers and a healthy trade in 'Leyland' spares developed.

The Leyland board had taken the decision to 'buy back' the ex-military vehicles, basically to prevent worn-out Leyland vehicles flooding on to the market, as they considered that the company's reputation would be damaged. While the project certainly prevented this, it could well be argued that financially it was not a very successful move.

The post-war economic slump of the 1920s hit the company hard and the initial cost



Above: A rebuilt RAF Type-Carrimore articulated van from around 1923. (Mike Sutcliffe Collection)

Right: Willments ('House Breakers' as the company called itself) had a lot of RAF Types. Two of them were rescued by Mike Sutcliffe for preservation. Late in its long life, this vehicle has been rebuilt, probably from a GH2 but it carries a 1920 registration. (Mike Sutcliffe Collection)

of buying back some of the vehicles was higher than the eventual re-sale prices of the reconditioned lorries. This hit profitability and, by 1923, the company was showing a deficit somewhere in the region of £1 million. This difficult period contrasted with the production boom and company expansion, which had been seen during the war years.

While Leyland's contribution to the war effort

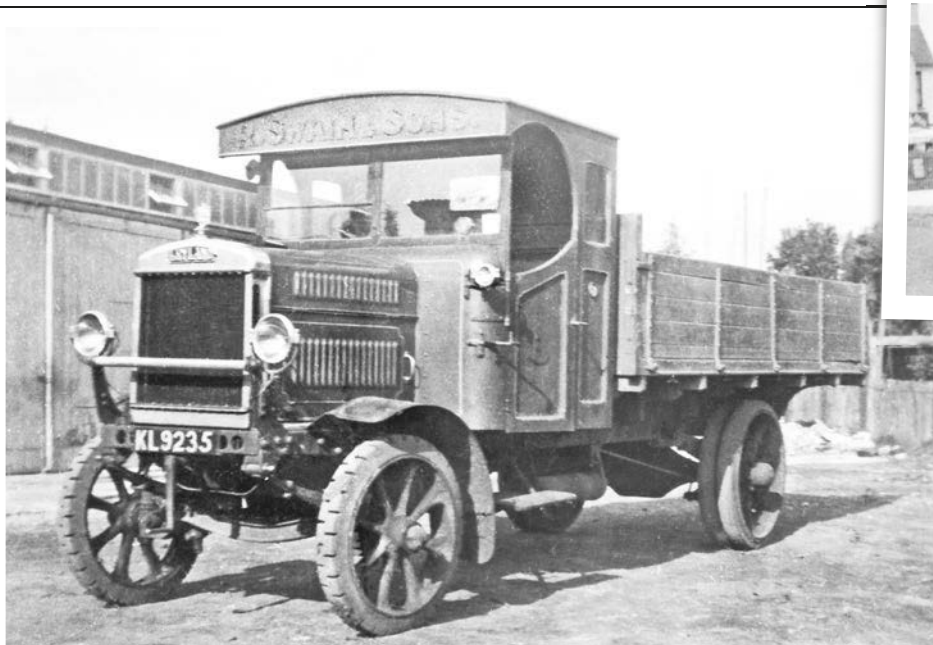


began immediately upon the declaration of war in 1914, it should be borne in mind that the company had already been supplying vehicles to the War Office for a number of years. The first Leyland petrol engine lorry, the Class Z, had appeared in 1904 and, in 1912, two Subsidy models were introduced, the Class A 3 ton and Class B 30 cwt, based on the Leyland S type lorry with V type back axle. Leyland had become the first lorry manufacturer to be granted certificates in both classes by the War Office, following the performance of its vehicles in the Subsidy Scheme Trials held in May 1912.

Left: Not a RAF Type, but a Leyland SQ2 6/7 tonner of 1928. The mechanical parts were just the same, except that it was forward control, but many operators would still refer to them as RAF Types. (Mike Sutcliffe Collection)



Above: P 2315 was an early reconditioned RAF Type, carrying a re-issued Surrey registration from 1920, which ran as Swains of Chatham's fleet number 6. (R Swain & Sons)



Above: BKT 331 was a reconditioned RAF Type but re-registered in mid 1935. It was possibly rebuilt again in 1935 and fitted with a new cab and may possibly have been fitted with an oil engine at that time.

(R Swain & Sons)

Left: KL 9235 was a reconditioned RAF Type and had a standard Leyland-built 1925 cab. The vehicle is not in the sales records and was therefore bought second-hand. The towing hooks have been removed and a late 1920s bonnet fitted along with 'over-size' front springs. (R Swain & Sons)

Under the terms of the Subsidy Scheme, operators of qualifying vehicles had to make them available to the War Office and have them impressed into military service. With the outbreak of war, operators had to deliver their vehicles to assembly points, from where they were distributed to various appointed facilities, where they were converted into vehicles suitable for military use. This resulted in all types of Leyland vehicles eventually appearing on the WD stock list and, by the end of the war, it would appear that around 90 different Leyland model variations were listed.

The Commercial Motor of 13 August 1914 reported that: "The War Office commandeered all the Leyland machines which were ready for delivery, as well as those which were under construction and the company has now given instructions for the Leyland works to be concentrated on the War Office requirements until further notice. The War Office has given it to be understood that a very large number of

Leyland machines will be required."

A further report, on 4th March 1915, commented on the effect on Leyland operators of subsidy vehicles, which had their vehicles commandeered: "Waring & Gillows Ltd subsidized fleet was the promptest by far to respond to the nation's call in August last. The nine Leyland three-tonners belonging to this company were the first to be taken over by the War Department."

While existing vehicles were pressed into service, the Leyland Works itself soon felt the impact of the outbreak of war. Military personnel arrived at the works, to ensure that all civilian deliveries were halted and part-built vehicles of all descriptions were fitted with hurriedly-prepared WD high-sided bodywork. Charabancs, buses, lorries and even fire engines were stripped of their intended fittings and emerged from the Leyland factory as army lorries.

As far as the 'RAF Type' was concerned,

this was the name given by Leyland to the reconditioned Subsidy A 3 ton chassis, but it unofficially became a name applied to some 13,000 Leyland vehicles of many different types in the heavier Leyland range of 4 to 6 tonners. The majority of the Subsidy A lorries were allocated to the Royal Flying Corps.

As Mike Sutcliffe outlined: "The model was developed from the S Class with Class V bevel axles in 1911-12, later with the S3 engines, 24 hp and 30 hp engines and, from 1914, with the heavier X4 bevel axle and the S4 36 hp engine. This was followed by the S5.36.X4, culminating in the standardised 'Subsidy Class A Type 5000', the S5.36.X5 in April 1916." Records would indicate that a total of 4,271 of this type were in military service, with just over 2,000 of these vehicles being used in France.

The engine used for the first Subsidy A Types was a 30 hp four cylinder side valve unit with 'L' head (sometimes called the 32 hp) although the larger 36 hp engine was fitted from 1914, which featured two pairs of cylinder blocks, which did not have detachable heads. There were screed plugs over each valve, which allowed the valves to be removed, without having to remove the cylinders. Spring-loaded skew gears, rather than a chain, were used to drive the camshaft, a feature which was highlighted in the Leyland literature of the time, as providing a drive which was "perfectly silent, without the objectionable introduction of chain gears".

The Claudel-Hobson carburettor had two jets and 26 mm diameter choke tube and fed the fuel mixture through a long induction pipe, encased in a heated water jacket which was connected to the cooling system. Simms Bosch or BT-H high-tension magnetos were incorporated which could be fitted with an impulse starter. A low-pressure oil lubrication



Left: This 1919 Leyland G Type box van was new to Chivers & Sons and is now owned by the HCVS. (Alan Barnes)



Above and right: Reconditioned Leyland Subsidy A chassis No 21811 was rebuilt in 1921 and fitted with Eastbourne Aviation bus body. (Alan Barnes)

system was used, with oil pumped along the crankshaft to each big end, with enough oil entering the crankcase to ensure sufficient lubrication of all of the moving parts. A spring-loaded plunger 'tell-tale', fitted to the dashboard, allowed the oil pressure to be checked.

A four-speed sliding-gear type gearbox was fitted as a separate unit and this was connected to the clutch with a shaft. Behind the gearbox was a cardan shaft to the spherical ball thrust and then a fully enclosed torque tube to the back axle. A bevel type double reduction rear axle was fitted. Semi-elliptic leaf spring suspension was used at the front and the rear.

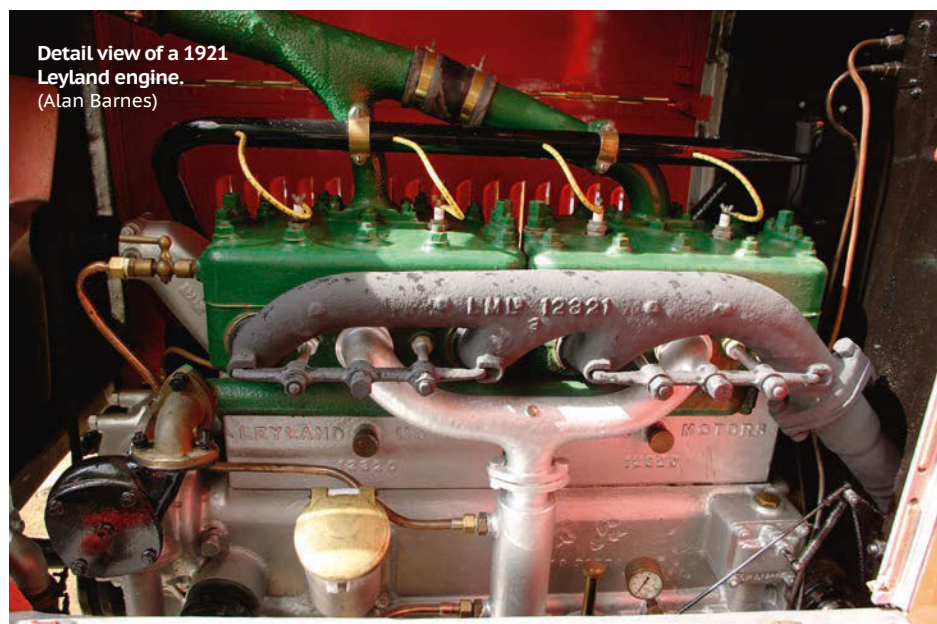
The solid chassis employed a channel-section

frame and most vehicles had pressed-steel disc wheels fitted, although cast steel hollow-spoked wheels were used on some vehicles. The wheels were fitted with solid rubber tyres. The driving brake was a push-on handbrake, which operated fabric-lined expanding brake

shoes, acting on the rear wheels. The footbrake was used for emergencies and when carrying heavy loads and this operated on a drum at the back of the gearbox, the Cardan shaft brake. Oil lights were fitted on the side and the rear of the lorry and acetylene headlamps were used.

The vehicle had a 13 ft 10½ in wheelbase, a front track of 5 ft 11 in and a rear track of 5 ft 5½ in. The chassis length behind the cab measured 12 ft 8 in with a 5 ft rear overhang. The overall length of the lorry was 21 ft 5 in and it was 7 ft 4 in wide and 9 ft 1 in tall. The weight of the Heavy Tender lorry was 4 ton 9 cwt and the payload given as 3 tons by the War Office, its usual practice, probably to prevent overloading, though the model was in the Leyland 4 ton range. The lorry could achieve a top speed of 21 mph and at normal road speeds had a fuel consumption of 6 mpg.

The Leyland Subsidy A proved itself to be an extremely versatile military vehicle and was certainly no less adaptable in its later peacetime role. The reconditioned vehicles from the Kingston upon Thames factory were supplied in large numbers, not only to general hauliers but also to more specialised



Detail view of a 1921 Leyland engine.
(Alan Barnes)



Above: One of the Leyland Heavy Tenders reconditioned for the RAF between 1921 and 1923, outside the Ham Works, Kingston. (Stilltime Collection, aaa762)

Left: Leylands seen at the rear of the Ham Works awaiting re-conditioning. (Stilltime Collection, aaa771)



the GH2 with high radiator between 1923 and 1930. The model I was a long wheelbase version of the G and, just to complicate matters, there were also Class H, J and K, which were all 4-tonners. The GH2 and the 5-6 ton versions the PH, QH and SQ continued to be built until 1930.

The use of information and photographs provided by Old Motor, The Commercial Motor, via the Stilltime Collection, R Swain & Son and Mike Sutcliffe is gratefully acknowledged.

operators, including milling firms, breweries and bus and coaching companies. Many had extended working lives and were later fitted with pneumatic tyres, electric lighting and enclosed cabs.

Although the vehicle was originally designated the Leyland 'Subsidy Class A Type 5000', the reconditioned War Office lorries were soon named RAF Types by Leyland Motors. This is despite the fact that most were supplied to the RFC – the Royal Flying Corps – but the name was changed in April 1918 to the Royal Air Force when the RFC merged with the RNAS – the Royal Naval Air Service.

Mike Sutcliffe kindly explained the post-war re-designation of the type: "The model was re-designated as the Class G in January 1919, becoming the G1, then G2 with small changes, a low radiator version was used on a few, then



Right: Re-conditioned chassis are seen lined-up inside the Ham Works at Kingston. (Stilltime Collection, aaa763)

LORRY DRIVER OF THE YEAR

*This was a popular competition for many years, attracting drivers from many fleets, large and small. **Mike Forbes** has selected a number of interesting pictures from the Hodge Stilltime Collection.*

There has been some talk recently about adding an element of competition, along the lines of the Lorry Drive of the Year driving tests of the past, to the activities on future Saturdays at the Classic and Vintage Commercial Show at Gaydon. This reminded me that it is four years since we last dedicated a 'Scenes Past' feature to the LDOY itself, so it seems timely to look at some of the many pictures of past competitions in the archive.

We have often used pictures of vehicles taking part in the LDOY competition in our 'Scenes Past' pages, when we have been looking at a particular type of vehicle or fleet, as so many of the well-known names we have featured took part. This time, the theme is the competition itself – and what a variety of vehicles there is to choose from...

This annual competition was important to many transport people, with heats held

around the country, reported on by the likes of Commercial Motor and Motor Transport. Between the 1950s and 1980s, drivers from various depots of many nationally-known fleets would enter, along with more local operators and even the military.

There was usually a lot of interest in the competition, with various sideshows and displays usually being provided to keep the many spectators interested and/or amused, while they waited for the turn of the drivers they were supporting.

One particular aspect which is perhaps surprising is the range of different types of vehicle taking part. In later years, before interest in the competition waned and it became less cost-effective as an industry showcase, drivers were expected, in addition to their own vehicles, to take part in the various manoeuvring tests in a range of different vehicles, from light vans to artics, supplied by one of the vehicle manufacturers



Above: Here we are at a Coventry heat in the mid-1950s. The judges are scrutinising a reversing manoeuvre by the driver of this British Road Services Bedford 'OSS' art unit, KVP 844 (Birmingham, 1950). It is coupled to a platform trailer, with 'Birmingham Parcels' on the side rave, so this was probably green, while the unit was red. The driver is hanging out of his door, as they so often did in those days at LDOY competitions, rather than relying on his mirrors – no Health and Safety worries then – and notice the sponsor's 'National Benzole' flags. (CHC aay741)



Left: The driver is all ready for the off at another Coventry event, a few years later, in his Thames 4D box van, TYX 779 (London, 1958), in the maroon livery of SPD (Speedy Prompt Deliveries, remember, once the distribution arm of Unilever). Remember using Gibbs 'SR' toothpaste, to be 'tingling fresh'? (CHC aay987)



as a sponsor. This does not appear to have been the case in the earlier years, judging from the pictures in the archive.

Another surprise, looking through the many pictures in the Hodge collection – for which we have no definitive dates, but can gain a good idea from the newest vehicles seen – is that many companies did not only send their latest vehicles. Allowing for our need to work out the dates of the pictures, some of the lorries and vans were a number of years

Left: Probably at the same heat, showing the range of vehicles involved, here we have a Commer Cob – the smaller of Rootes car-derived van offerings, equivalent to the Hillman Husky – XKM 202 (Kent, 1956), a bit easier to back into that bay than an artic. The sign says: 'Motor Transport Full Report Next Week'. The judges are conferring, while a nurse looks on. (CHC aaz008)

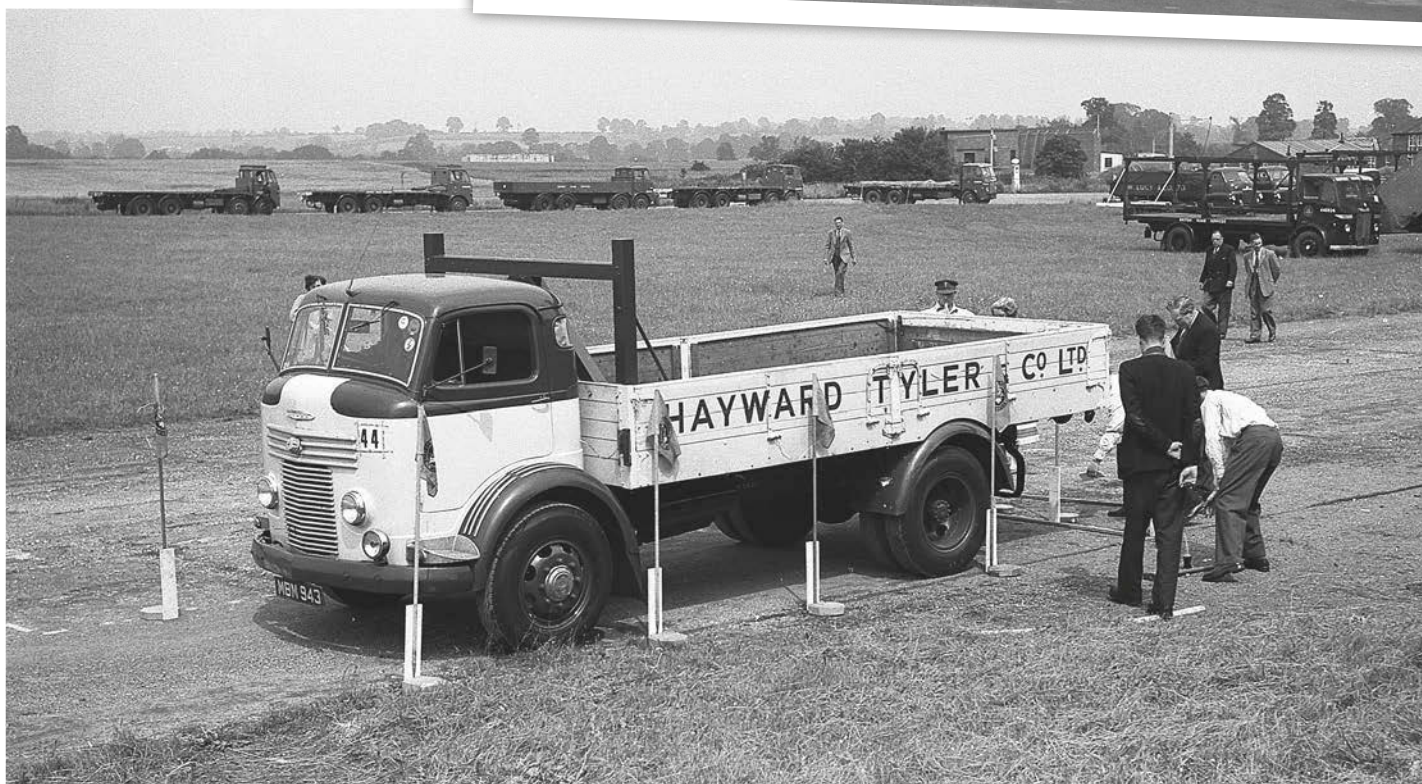


The heat took place at what was once RAF Baginton, now Coventry Airport, seen in the background of this shot of a Sentinel IVP 646 (Birmingham, 1951) of Sturge Chemicals. (CHC aaz018)

old. However, in most cases, the drivers have made the most of them, as they all appear clean and shiny, if not without the odd 'battle-scar' here and there, a few even sporting white-wall tyres.

Yet another detail which definitely comes as a surprise is that some of the vehicles are loaded. The competitions no doubt took place over the weekend, but some lorries

Right: Like the Sentinel, this Austin K8 'Three-Way' Van, KGT 239 (London, 1949), was getting a bit 'long in the tooth' by the late 1950s, but Quasi-Arc, a supplier of arc-welding materials, was a regular supporter of LDOY, sending different vehicles from its fleet. (CHC aaz020)



Above: At another airfield-based event, believed to be near Oxford, in the mid-1950s, an early petrol-engined Commer QX, MBM 943 (Bedfordshire, 1953), of Hayward Tyler & Co Ltd, backs into the 'garage', marked out by those National Benzole flags again. There are at least six BRS four, six and eight-wheeled Leylands waiting their turn in the background. (CHC abg487)



Above: Another scene at the Oxfordshire airfield, with an Albion two-axle tanker of National Benzole being checked prior to the driver's turn round the course. The rather angular cab of LUW 661 (London, 1951), contrasts with the stylish skirted tank body. There seem to have been a number of smartly-dressed ladies watching the proceedings. (CHC abg499)



Above: Another LDOY round and another venue, beside the Express Dairies depot at South Ruislip, Middlesex. Here we see an Atkinson 'Black Knight' eight-wheeled tanker, 6109 ME (Middlesex, 1961), of Monkton Motors Ltd, taking part in the tests. Hopefully, he's going backwards, or he'll hit that post on his nearside. A Shellmex & BP ERF eight-wheeler waits its turn in the background. (CHC abg984)

were obviously loaded ready for an early start on the Monday. In those days of no power steering and, knowing what a job it was to manoeuvre some of the 1950s-'60s eight-wheelers, for example, being loaded must have just added to the effort required.

A factor over which nobody had any control was the weather. Some of the pictures were taken on glorious summer days, while others show just how miserable it must have been for both drivers and judges when it rained...

The competition usually involved a series of manoeuvres into and out of 'garages', with points awarded or deducted for touching the poles and other markers, or being too far away. In some of the picture sequences, it looks as if there might have also sometimes been a road-run involved...

Among the pictures in the archive are those showing the winning drivers proudly displaying their cups and trophies. We hope readers enjoy this look back at a cross-section of commercials from 50 or more years ago. We would love to hear from anybody who took part or perhaps organised these events, who might be able to fill in more of the detail about how the competition ran and what it was like to compete...

■ It took almost as long to decide which to use, of the many LDOY pictures we have, as it did to write about them, so we shall return to show more of scenes from these interesting events in another future issue, as they offer the opportunity to see such a wide range of different vehicles.

Below: We looked at Hoover's operations from South Wales a few issues back. Here we see the company's LAD-cabbed Albion Chieftain, 7887 ME (Middlesex, 1961), a platform lorry with a container, again at South Ruislip, being backed into a bay created from some white wooden fencing. (CHC abg996)



Right: No worries about the weather at this LDOY heat, which is believed to have taken place at a Royal Navy establishment at Portsmouth, under cover, although the exhaust fumes might have been a problem. The driver of Thames Trader artics, WMO 122 (Berkshire, 1960), with a four-in-line platform trailer, of Hollands Bros (Newbury) Ltd, is backing it in behind the barrier. (CHC abh208)



Left: Representing the Post Office, always a supporter of LDOY, by the 1970s sending everything from a Morris Minor van to artics, here at Portsmouth was this Morris-Commercial LC3 van from the late 1940s, looking its age, compared with the Thames Traders, but still in good condition, considering the hard life it would have led. (CHC abh217)

Below: A forerunner of the LDOY competition was the 'Commercial Vehicle Rally Safety Trials' held at Slough in the early 1950s. Here we see the driver of a late model Vulcan, FMO 362 (Berkshire, 1949) of local company, Starch Products Ltd, complete with a sheeted and roped load, backing in between the flag poles, while a BRS Parcels driver, in his AEC Mammoth Major eight-wheeled van, NYN 915, waits his turn, with the judge's Austin A40 Somerset parked on the right. (CHC abi507)





Above: A couple of eight-wheelers now, seen at a heat believed to have been held at Plymouth. Firstly an AEC Mammoth Major 8 Mk V, 850 LRL (Cornwall, 1961), of The Western Express Haulage Co, of St Austell – part of the English China Clay group – is seen backing into a tight space. The driver would have been very glad this lorry was unladen for such a manoeuvre. (CHC abj471)



Left: The same manoeuvre is seen being undertaken by the driver of a Leyland Octopus tanker, WYU 385 (London, 1959), in the livery of Power Industrial Fuel Oils – yet another name from the past. (CHC abj494)

Right: Not sure of the venue for this round, but the driver of this later-style diesel-powered Bedford S Type artic, with a fairly long platform trailer, YKA 783 (Liverpool, 1957), of Arthur Hughes & Sons Haulage, looks to have his work cut out to get it cleanly between those posts. (CHC abj440)



Right: We can just see the driver leaning over to look in his nearside mirror, as he backs around the posts in his Thornycroft Swiftsure box van, 1406 UM (Leeds, 1961), in the smart maroon livery of Timothy Whites, a name once seen on every major high street. (CHC abk354)



Left: You'll still see the British Oxygen name on vehicles, though abbreviated to 'BOC' and not on the smart maroon with gold lettering seen here on RET 572 (Rotherham, late 1957), a 'Parrot-nose' Dodge Kew 100 Series dropside, and TYH 709, waiting behind. They were at the same LDOY heat in the early 1960s, believed to have been held in Leeds. (CHC abk368)

Below: We are back in Coventry in the late 1950s, outside a what looks like a car factory, possibly part of the Rootes Group. The Austin 502 normal control dropside lorry, RWK 58 (Coventry, 1955), seen doing the reversing manoeuvre, was part of the Standard-Triumph works transport fleet. (CHC abl212)





Above: An unusual vehicle to see at an LDOY event was this Austin K4 breakdown truck of Batley Garages, Coventry, HY0 919 (London, 1948) – not running on tradeplates as you'd expect. A Quasi-Arc Bedford van can be seen in the background on this chilly-looking day. (CHC abl208)



Left: It's 'plastic mac' weather here, at a round believed to have been held in Newcastle. Perhaps this picture was prophetic, as we have a KV-cabbed ERF platform lorry of Scottish Brewers – soon to be Scottish & Newcastle, of course – USC 531 (Edinburgh, 1959), with its driver doing his stuff in the rain. (CHC ABL352)



Right: What better way to put yourself at a disadvantage than to use a long and unwieldy trailer, like a 'Queen Mary', as this RAF driver was doing. I'm not sure of the location, possibly Leeds, but definitely in the North, and not just because of the poor weather. The petrol-engined early Bedford S Type, registered 56 AN 99, with the World War II aircraft trailer, is being backed through the 'S' manoeuvre, up to the 'wall', with the driver hanging out of his door, in the time-honoured manner. (CHC abl955)

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GAYDON

- FROM A DIFFERENT PERSPECTIVE

Did you enjoy the exclusive pictures **Malcolm Bates** got at Gaydon? We've had such a positive response to last month's issue that we've decided to publish some more of the hundreds of images that Malcolm took from the vantage point on the roof of the Museum's trusty Austin Wireless Truck. Enjoy...

Part Two

Right, let's see.... Where was I? Oh yeah. Risk Assessment forms in triplicate? Check. High-Viz jacket, to ensure any aircraft flying overhead don't crash into me? Check. Camera? Doh, obviously. Mug of tea? That's going to be tricky getting that up on the roof without spilling it. Rugged, manly check shirt? Check. Right I'm ready to go to work.

Or rather I was. This year has seen an even more progressive attitude by the museum management towards old lorries, people like us who like old lorries and those to go to all the trouble of bringing them many miles over badly pot-holed English roads, so the rest of us can have a nice day. So on that basis, the least I could do is get up at stupid o'clock and be ready to photograph them as they arrive. Which would have been fine, had I not overslept this year, owing to what some might think is an outrageously hedonistic lifestyle. No, you're right, I just overslept.

Anyway, the idea of getting pictures of the entrants as they arrive, without any modern 'rubbish' in the background (like current Japanese cars, for example), has long been



Above: At last, it's 1968! There are no background anachronisms in this shot of the Marston's Ergo to suggest it's actually 2017 – something photographers at Gaydon have dreamt of for many years!



Above: A Bedford jam! Three generations of Luton's finest here in the maroon livery of R C Jeffrey & Son, with S-Type dropsider in the lead and KM tractor unit bringing up the rear.

an ambition of mine. And something that I've always wanted to share with others. Last year's event was good. But this year, 'Vintage Roadscene' had the opportunity of 'rising above the other magazines', by utilising the Museum's very own ex-Army Austin Wireless Truck – and being allowed out onto the roof of the main Museum building itself.

Next year? That could be even better. Through our Letters Pages, event organiser Tom Caren would like to hear your ideas for making the event more interesting/better for photographers/more fun to watch – or all of these. So c'mon, what would you like to see? A re-run of the Lorry Driver of the Year event using 1950s clobber and non-power steered wagons? A 'Special Display' of a specific make, or model? A 'Drive-Through 'arena' where some brave person is

There can't be many 'L-reg' lorries still working everyday for their living, but this Volvo F88 is one of them. True, it probably hasn't been washed down since it was featured in VRS last year, but this is the first time we've been able to photograph it from this angle.



Above: And for those readers less-than-impressed by 'patina' and 'originality'? This is what a Volvo F88 would have looked like when new.



Above: OK, so Neil Bartlett's Bedford tipper just might have looked this clean on the day it was delivered, but by the end of the week? Those correct in-period spot lamps would be the first to go. Then the rear wings would get a dent or two...



Left: A Ford D-series as a maximum weight tractor unit? Surely not? In fact Ford really did want to take-on the manufacturers of the 'heavies' – starting with the D1000 at 28 tons gross. The only giveaway that there was more power under that modest tilt cab? Three Quid's-worth of 'alumin-num' trim below the screen. This D1000 in period Federated livery is pulling a correct tandem-axle trailer with wide bogie spread.

tasked with giving a running commentary, with a potted history of each vehicle? Or what?

Just a word of warning – if anyone suggests getting 'chirpy chappy' Mike Brewer to restore a lorry 'live' in two days, I'll punch their lights out. OK? In the meantime, I hope you enjoy the rest of the pictures. After all, I went to extraordinary heights to get them.

HERITAGE FLEET HEAVEN



Above: Look, just a couple more high level shots, then we'll do the rest from ground level, OK? You don't want to see what Tony Knowles's Foden Twin-Load looks like from this angle? Of course you do.



Above: One more? This is probably the first time a Foden Twin-Load has been photographed from this angle since 'The Foden News' broke the story.



Above: Lloyd's of Ludlow arrive in style with AEC 'Mammoth Major' eight wheeler leading Maudslay 'Meritor' four wheeler and a Park Royal-cabbed AEC on a transporter pulled by a three-axle dual-drive Ergo-cabbed AEC tractor unit.

Here we see Tony Knowles's line-up for 2017. Foden 'Twin-Load', Guy Invincible, facelift Q-type Commer, Sentinel six wheeler, LAD-cabbed Albion six wheeler, Rutland 'Stuka' Chinese six, Bedford KM and an orange Volvo F88 from a time when the British Government was hell-bent on pushing the UK further into Europe rather than grudgingly trying to get us out. Just think, the rise and fall of the British commercial vehicle industry is contained in this single shot.





Above: Ludlow's Finest. If the Heritage Fleet of Lloyds of Ludlow has an overall theme it's... Well, the clue is contained in three letters, A-E-C. The storyline could have been that as a loyal Maudslay customer back in 1948, allegiance was switched to Southall, when AEC took over Crossley and Maudslay to form ACV.



Above: 'Gotcha!' An eager enthusiast grabs a final shot of Ken Thomas's Heritage Fleet line-up.



Above: With the KV cab, ERF was in at the start of the trend toward streamlined cabs with wrap-round windscreens, but there's something fascinating about how Willenhall-cabbed ERFs looked so different from other makes sharing the same structure. Those unique – and short-lived – front wings helped, but those rear 'seagull' wings are a work of art. Just think – when this wagon was new, you could probably get a slap-up breakfast at the 'Coronation Cafe' and still have enough change from a ten bob note for a cracking night out in nearby Wisbech!



Above: Simmonds's of Henlow's faithful pre-war Thornycroft. Aside from still being in the transport business today, the Simmonds family also have a Sentinel steam lorry that was originally used by a local Bedfordshire mill, before being sold to Canada. The family have since repatriated it, restored it and now drive it past the very mill it was based at eighty years ago. That really is something to shout about!



Above: At last, an Atki with a modern cab that actually looked the part! It's 1984 and Seddon Atkinson has just put this impressive 6x2 mid-steer demonstrator on the road. Note how the 401 now has a much nicer grill than the original 400 Series with that daft 'double coffee mug ring' logo. Nice job, but too little, too late, boys.



Above: Here's another Thornycroft - this time a post-war Sturdy, depicting the transitional period of Road Transport Nationalisation when existing fleets had been taken over - but not yet repainted in full BRS livery. Nice job.

Rally Round-up

We have photographs of vehicles at a whole range of different rallies from our regular correspondents this summer. Here are reports on a number of events held during May and June. We'll have more from June and July next month.

Dartford

The annual steam rally organised by Trevithick's Industrial Dartford was held over the weekend May 5-6th.

The event celebrates Dartford's industrial heritage and history as well as the life of Cornish engineer Richard Trevithick who worked, died and was buried in the town. Vehicles gather in Central Park on the Saturday and there is a road run on Sunday, with a good number and range of vehicles taking part. **Vic Capon** sent us some pictures...



Above: This 1936 AEC Mammoth Major six-wheeled box van, DLM 480, which was quite rightly a star restoration a few years back, was one of the commercial vehicles at the Dartford show.



Above: A Thames 7 cwt van – the higher capacity 300E van, sporting the Prefect grille and other embellishments – 275 BBB (Newcastle, 1957), in great condition, signwritten for S B Lucking, agricultural engineers of Northfleet, Kent.



Above: The City of Leeds Fire Brigade 1956 Dennis F8 fire engine, which was the prototype of the large scale model produced a few years back, next to a 'woody' based on an Austin FX3 taxi chassis, which we've seen before on the Brighton run.



Above: Who could resist a ride on the town circular on CAP 229, the 1940 Bristol K, converted to open top by Brighton, Hove & District in the 1950s?



Above: A 1962 Standard Vanguard Phase III pick-up, imported from Australia and restored.



Above: Two different Model T Fords, restored as a 'woody' estate and a World War I army vehicle.



Above: A 1917 Foden overtyp steam wagon, T8750, restored in Devon County Council livery.

Shropshire Trundle

The Shropshire Trundle is a road run for classic lorries, organised by Parry Davis, this year on Sunday 14th May. **Malcolm Ranieri** was there. He says: "The run starts from Prees Heath Truck Stop and follows a scenic route around the villages south of Shrewsbury such as Harmer Hill, skirting the town and into rural Shropshire, heading towards Bishops Castle, through Lydham, where I took photographs, for a lunch stop at the 'Lazy Trout' Café, at Marshbrook. Afterwards, onward to Craven Arms and through the historic and picturesque town of Clun, where I made my second photographic stop, through Knighton, on the A454 towards Wolverhampton, with the final stop at the RAF Museum at Albrighton, a total of 132 miles."



Above: The AEC Mercury platform lorry, THA 42G, of D A Rogers passes through Lydham, ahead of Caterpillar-powered Foden 4000, F580 XWT, and FTF tractor MCY 370L.



Above: Contrasting with the bigger commercials, we see 1961 Morris Mini Pick-up, TJL 94, also in Lydham.



Above: The 1974 Gardner 240-powered ERF A Series Artic, RAF 203M, of G Chadwick of Sandbach, also seen at Gaydon and other rallies, pulls a skeletal trailer with a 20 ft ISO flat through picturesque Lydham.



Above: A Guy Big J4T, converted to a recovery vehicle, SBK 365J, also seen in Lydham.



Above: Organiser, Parry Davies, in his Perkins-powered Bedford S Type, MXU 811, originally in his family's Davis Bros fleet, in Lydham. This lorry is not over-restored and really looks the part as a 1950s haulage vehicle.



Above: Moving on to Clun, and another picturesque scene, with late-registered VAG 456R, a Gardner 150-powered ERF 64G, with the LV cab, which also looks like a working lorry.



Above: Also seen passing through Clun is the TS3-powered Commer QX Horse Box of Glyn Swain, in Swain's of Stretton livery.

Corbridge

This year's event held on 10-11th June marked the 40th Anniversary of the Corbridge Steam & Vintage Rally, organised by the South Tyne Traction Engine Society. **Norman Chapman** never misses the show and here is a selection of the vehicles he photographed.



Above: UX 5355 is the very famous and pristine 12½ ton Sentinel Steam Waggon which was built in 1929.



Above: One's a 'Splitty' and one's a 'Bay Window', but both are VW Transporters.



Above: This ex-Army Seddon Atkinson Strato 6x4 tractor unit was the youngest of several ex-military vehicles at the rally.



Above: This was the smallest ex-military vehicle at the show. The civilian registration plays a trick on the eye, as this Austin Champ was built in 1956.



Above: Taking you back to the 1950s, when some British motors looked American, is this Bedford A2 dropside, showing more than just a hint of its General Motors US origins. The rally also attracts farm tractors, motorbikes, pushbikes, light commercials and cars.



Above: This Bedford KM was seen last year for the first time and needed work on the cab. The cab has been replaced and is now in the authentic colour scheme of the defunct local Vauxhall & Bedford dealers. The owner of the KM also showed the ERF LV recovery, in the livery of local haulier, W A Glendinning and a Mack R series, which always commands attention when at shows.

East Coast Run

This was the 49th road run from East Park, Hull, to Sewerby Cliff Tops, Bridlington, on Sunday June 11th. This is the flagship event of the East Yorkshire Thoroughbred Car Club and, as usual **Janet Ulliott** has sent us pictures of a selection of the commercial vehicles which were entered.



Above: The 1929 Ford Model A breakdown truck, VC 1724, of Mick Ayliff, of Bourne, Lincolnshire, waiting for the off at East Park.



Above: This 1950 Bedford K Type dropside has been restored in the livery of Walter Aldon & Sons and sports the rally plaque on its grille.



Above: Thornes International, based near Selby, runs a number of classic vehicles, including this Leyland TD4, rebuilt as a coach by Beadle in 1952, for Maidstone & District, whose livery it carries, although it has been with Thornes since 1960.



Above: Surrounded by other classic commercial vehicles at East Park is this Bedford CA from 1965, restored in the livery of C A Baker.



Above: A Bedford OL, EMF 890, fitted with an interesting tilt-covered body.



Above: S A Bell was a well-known East Yorkshire haulier, so it was fitting that Leyland Buffalo, JBT 127S (York, 1978), restored in the company's livery, was among the lorries which took part in the run.

Ridgeway Run

This year's 33rd annual Ridgeway Run was organised by the Historic Commercial Vehicle Society on Sunday, 18th June. As usual, the vehicles started in Henley-on-Thames, finishing at the Buckinghamshire Railway Centre, at Quainton Road Station, near Aylesbury. We have pictures from **Malcolm Ranieri**, **Jim King**, **Peter Quinn** and **Len Jefferies**.



Above: Seen leaving Henley is the Bedford S Type, 33 SMK (Middlesex, 1958), of Stephen Long, of Sutton, Oxfordshire, with a Leyland badge, on the nearside wing, as it is fitted with that maker's diesel engine. (MR)



Above: Also seen leaving Henley is Bedford/Duple OB coach, HOT 339 (Hampshire, 1949), new to Graceline Coaches of New Alresford, and now restored in the livery of Tanner's Services of Banbury, followed by Leyland Comet, ECN 73, now with a livestock body, in the livery of W J & CM Barton. (MR)



Above: A regular on the run is Foden FG6/15 eight-wheeler, LYM 753, in the colours of J A Turner, of High Eldwick, near Bradford, but originally in the fleet of Eastwoods Bricks. (PQ)



Above: Seen out on the open road is UVS 189, the 1950 Bedford OL high-sided tipper of Ron Mobbs of Wheatley, Oxfordshire. (JK)



Above: With McGovern's Foden in Breedon Hill livery following, HTF 646, the 1947 Fordson 7V tipper of Scott Currie of Slough makes its way towards the finish. (JK)



Above: Crossing the railway bridge in a popular spot with photographers is Ford 400E pick-up, KMF 105B, of Paul Long of Thatcham, Berkshire, followed by a Citroen HY pick-up. (PQ)



Above: A line-up of preserved buses at Quainton, an AEC Routemaster, ALD 990B, in deregulation Reading Mainline livery, the Bedford OB, HOT 339, an ex-City of Oxford Motor Services Park Royal-bodied AEC Reliance single-decker, 756 KFC, an ex-London Transport RF, MXX 430, and Bristol/ECW KSW6B, JRX 823, ex-Thames Valley Traction – the last but one lowbridge KSW built, fitted with a Bristol engine. (PQ)



Above: Carrying a 'load' of sacks, 1965 late-model Thames Trader platform lorry, ANW 401C is in the livery of potato merchant, a Hutsby & Son, of Pontefract, is seen at the finish at Quainton. (LJ)



Above: This Bedford HA van, CAA 45R (Salisbury, 1977), looks as if it could have been driven straight from the showroom, to be parked at Quainton Road Station. (LJ)



Above: This Morris 8 Series II van, DTG 243 (Glamorgan, 1930), has been beautifully restored in the livery of P & M Chew, of Cookham, Berkshire. (PQ)

Isle of Man

Malcolm Ranieri had previously made a trip to the Isle of Man, for the heavy haulage and railways event in April. He sent us some of his pictures: the first two were seen at the Isle of Man Motor Museum, the others on Douglas sea front.



1: A 1949 Reliant 6 cwt 828 cc three-wheeler light van, owned by Denis and Darren Cunningham. 2: A Foden S20 platform lorry, YMN 741, owned by Phil Wedgwood, which worked on the island for miller, R G Corlett. 3: Heavy Haulage on Douglas Promenade, on 20th April, with road locomotives, 1928 Fowler B6 10nhp named 'Atlas', 1928 Fowler B6 'Duke of York' fitted out as a crane engine, with IOM Railways 1894 Beyer Peacock 2-4-0T 'Fenella' on the trailer, and 1901 Fowler B5 named 'The Great North' at the rear. 4: In the lovely Douglas Corporation livery, 1949 Northern Counties-bodied AEC Regent III, KMN 835, is seen passing the Villa Marina on the same day.



Kelsall

The Kelsall Steam & Vintage Rally in Cheshire is becoming one of the places to see a large number of classic commercial vehicles, notably Fodens and ERFs in these owners' clubs' displays. This year's event on 24-25th June was no exception. **Keith Baldwin**, **Andy Taylor** and **Barry Fenn** sent us pictures.



Two ERFs in the livery of Harold Fillingham, of Hellaby, Rotherham, OWX 955M, an A Series unit from 1973, and NWY 716, a KV platform lorry from 1954. (KB)



Above: Standing out among the many ERFs was this Cummins-powered A Series artic unit, OAV 732R (Peterborough, 1976), which worked for Jack Richards of Fakenham, then N C Addy of Deeping St James, in whose livery it was previously preserved. It is now in the livery of Shropshire-based Ellesmere Sand & Gravel, with a mixer mounted on a four-in-line semi-trailer. (KB)



Above: Tony Jordan's Bedford K Type dropside looked very smart in its maroon livery. (KB)



Above: This Perkins-powered Vulcan 6PF dropside, AEP 227, dating from 1947, was at Kelsall in the livery of W H Bridge, of Oldham, having previously been owned by V Harvey of Hurstpierpoint. (KB)



Above: A fine line-up of classics, a Rowe Hillmaster, Commer QX, two Albions, a Thames Trader, a Guy, a Ford Cargo – as always, there were all sorts of vehicles at Kelsall. (AT)



Above: Contrasting with the pre-war Foden seen at Bloxham, this six-wheeler has a curved radiator, matching the DG-style cab. FGE 991 (Glasgow, 1947) is in the livery of J W Ward of Wakefield. (BF)



Above: Offering an interesting comparison with the Ellesmere Sand & Gravel vehicle was this Gardner 180-powered LV-cabbed ERF 68G tractor unit, BEG 142J, in the livery of Turner Bros, based near Buxton. (AT)



Above: Still in the colours of Henleys of Paddock Wood, but carrying the name of W Smith of Cobridge, Stoke on Trent, EMA 876, an ERF CI 3 of 1938, heads a queue of vehicles entering the rally field. (AT)



Above: Seen leaving the rally site is the latest restoration from Manchester's K & R Walsh, a specially-bodied 1962 BMC FFK, originally used by North Thames Gas with a mobile showroom, then as the advanced booking office for Robert Brothers Circus, registered 297 CXV. (AT)



Above: Two Austin FFKs, tractor unit 7755 LJ and platform lorry NPA 880D, restored in the livery of H Kershaw & Sons of Oldham. (AT)



Already historic, this 13-year-old Foden Alpha appeared at Kelsall in the livery Morrison supermarkets used before the yellow, before the current green... It was being followed by K & R Walsh's Morris FJ, carrying one of Kershaw's Austin FFKs. (AT)



Above: A 1967 Dodge K Series with a double--dropside tipper body, KDO 700F, which probably survived by working on a farm, displayed in the course of restoration. (BF)



Above: G Plant of Natwich was well-known for running older ERFs in its unusual wood-grain livery, like eight-wheeler, NKF 470F, with its Gray & Adams fridge body, lettered for Crewe Cold Store. (BF)



Above: Looking smart in Ivor Owen & Sons' 'Britannia Services' livery was SSM 110, an Albion Chieftain dropside. (AT)



Above: Another Cheshire-based vehicle and another modern classic, a Cummins-engined ERF E Series 6x2 tractor unit, F375 BAW of N A Heath Worstencroft. (KB)

The Bloxham Rally

The 49th Bloxham Rally, organised by the Banbury Steam Society, over the weekend, 24-25th June this year, attracted plenty of preserved commercial vehicles. Here is a selection of pictures of them from **Richard Furniss**.



Above: Two nicely-restored Ford 400E pick-ups together, carrying the names of Lavenders Stores and MPS Fuels.



Above: This 1946 Commer 25 cwt platform lorry, CUJ 681, looks wonderful in more or less original condition, as it worked for agricultural engineers, W Powell & Son, of Bridgnorth.



Above: This 1936 Foden S Type, EW 9836, its vertical radiator contrasting with the streamlined cab, has been restored in the livery of Charles Franklin & Sons, of Much Hadham.



Above: The Sentinel S8 steam waggon no 9105, registered UJ 3652, aptly named 'The Shrewsbury Flyer', was at Bloxham, in the livery of R Hazell & Sons.



Above: The 1963 Bedford J1 dropside, 377 GXE, of W & J East, looked smart at Bloxham, in its maroon livery.



Above: There don't seem to be many Ford Cargo lorries preserved, so this 1511 model with a beaver tail recovery body, D598 GVF, in J R Moodie livery was a welcome sight at Bloxham.



Above: Parked next to an example restored to its original army specification, this AEC Matador, Q761 JBW, appeared as it had last worked as the recovery vehicle for Bury's Transport, based in Stanton Harcourt, Oxfordshire.

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

Here is the latest instalment of our 2017 Rally diaries, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages. We've widened the scope a little, to include some car, bus and tractor events which might include commercial vehicles as well, which we hope will be of interest to readers.

AUGUST

18-20th August – Cornish Steam & Country Fair, Stithians Showground, Truro, Cornwall TR3 7DP,

07729 816888

e-mail: wes.es.enquiries@gmail.com

www.wes.es.co.uk

19-20th August – Open Weekend and Transport Collectors' Fair, Scottish Vintage Bus Museum, M90 Commerce Park, Lathalmond, Dunfermline KY12 0SJ, 01383 623380

e-mail: eddie-taylor@tiscali.co.uk

www.svbm.org.uk

19-20th August – 32nd Lincolnshire Steam & Vintage Show, Lincolnshire Showground, A15 Riseholme, Lincoln LN2 2NA, 01507 605937

e-mail: info@lsvr.org

www.lsvr.org

19-20th August – 25th Kington Vintage Show, Kington Recreation Ground, Park Avenue, Kington, Herefordshire HR5 3AN, 01544 230758

e-mail: kingtonvintage@yahoo.co.uk

19-20th August – Vintage & Steam Weekend, Weald & Downland Open Air Museum, Singleton, Chichester, West Sussex PO18 0EU, 01243 811348

e-mail: office@wealddown.co.uk

www.wealddown.co.uk

19-20th August – Truckfest East, Norfolk Showground, Dereham Road, Norwich NR5 0TT, 01775 768661

e-mail: info@livepromotions.co.uk

www.livepromotions.co.uk

19-20th August – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391

e-mail: trolleybusmuseum@sandtoft.org

www.santoft.org

19-20th August – Deeside Steam & Vintage Rally, Milton of Crathes, Crathes, Banchory, Aberdeenshire AB31 5QH, 07900 233548

e-mail: framormotors@btconnect.com

20th August – Buses Festival, British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ, 01780 755131

e-mail: julie.lawson@keypublishing.com

www.busesfestival.com

20th August – Truck Sunday, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011

e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

20th August – Classic Bus Runday, New York Street, Central Bus Station, Leeds, e-mail: penninebusrallies@outlook.com

20th and 28th August, 9th September – Free Vintage Bus Rides, The Oxford Bus Museum & Morris Motors Museum, Old Railway Station Yard, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617

e-mail: info@oxfordbusmuseum.org.uk

www.oxfordbusmuseum.org.uk

20th August – Vehicles Through the Ages, Burseldon Brickworks Industrial Museum, Coal Park Lane, Swanwick, Southampton SO31 7GW, 01489 576248

e-mail: admin@burseldonbrickworks.org.uk

www.burseldonbrickworks.org.uk

20th August – Free Historic Bus Rides, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666

e-mail: enquiries@ipswichtransportmuseum.co.uk

www.ipswichtransportmuseum.co.uk

21-27th August – Discovery Week, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321

e-mail: enquiries@tramway.co.uk

www.tramway.co.uk

24-28th August – Great Dorset Steam Fair, Tarrant Hinton, Blandford Forum, Dorset DT11 8HX, 01258 860361

e-mail: enquiries@gdsf.co.uk

www.gdsf.co.uk

26th August – Imberbus, bus services Warminster to Imber, Salisbury Plain. www.imberbus.wordpress.com

26-27th – Plymouth Transport Weekend, Plymouth Hoe. www.plymouthcitytransport.co.uk

26-28th – Big City Weekend, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391

e-mail: trolleybusmuseum@sandtoft.org

www.santoft.org

26-28th August – 42nd Festival of Transport, Broad Farm, Hellingly, East Sussex BN27 4DS, 01323 479200

e-mail: mrez@aol.com

www.ehvc.biz

26-28th August – Rudgwick Steam & Country Show, The Showground, Rudgwick, near Horsham, West Sussex RH12 3DF,

07803 5781415

e-mail: chanburi1@aol.com

www.rudgwicksteamshow.co.uk

26-28th August – Earls Barton Vintage Rally, Whites Farm, Earls Barton, Northamptonshire NN6 0EP,

01933 663454

e-mail: conroyroberta@aol.com

www.earlsbartonrally.co.uk

26-28th August – Tanks, Trucks & Firepower, Dunchurch, near Rugby, Warwickshire CV22 6NR, 07803 080028

e-mail: cvrtandrew@hotmail.co.uk

www.tanksandtrucksandfirepower.co.uk

26-28th August – Military Odyssey, Kent Showground, Detling, near Maidstone, Kent ME14 3JF, 01268 772448

e-mail: info@military--odyssey.com

www.military-odyssey.com

27th August – Lincoln Autojumble, Hanger 1, Caenby Corner Estate, Hemswell DN21 5TU, 07816 291544

e-mail: lincolnautojumble@hotmail.co.uk

www.lincolnautojumble.com

27th August – Ripon Classic Car & Bike Show & Autojumble, Ripon Racecourse, Boroughbridge Road, Ripon, North Yorkshire HG4 1UG, 01697 451882

E-mail: info@markwoodwardclassicevents.com

www.markwoodwardclassicevents.com

27th August – All-Ford, Grampian Transport Museum, Montgarrie Road, Alford, Aberdeenshire AB33 8AE, 01975 562292

e-mail: info@gtm.org.uk

www.gtm.org.uk

27th August and 3rd and 10th September – Guide Sundays, Scottish Vintage Bus Museum, M90 Commerce Park, Lathalmond, Dunfermline KY12 0SJ, 01383 623380

e-mail: eddie-taylor@tiscali.co.uk

www.svbm.org.uk

27th August – Wallop Vintage Gathering, Wallop Sports Field, Over Wallop, Hampshire SO20 8JL, 07771 639879

e-mail: tony@gaigerbros.co.uk

www.wallopvintagegathering.org.uk

27th August – West Riding Bus Group Running Day, Tesco Car Park, Abbeydale Road, Sheffield, 07774 626475

e-mail: wrbg@talktalk.net

www.wrbg.weebly.com

27th August – Bus & Commercial Vehicle Rally, Colne Valley Railway, Castle Hedingham, Essex, 01787 461174
www.colnevalleyrailway.com

27-28th August – Shrewsbury Steam Rally, Onslow Park, Shrewsbury, Shropshire SY3 5EE, 01938 570874
e-mail: info@shrewsburysteamrally.co.uk
www.shrewsburysteamrally.co.uk

27-28th August – Summer Special, The Transport Museum, Chapel Lane, Wythall, near Birmingham B47 6JX, 01564 826471
e-mail: enquiries@wythall.org
www.wythall.org.uk

27-28th – Classic Transport Gathering, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiries@tramway.co.uk
www.tramway.co.uk

27-28th August – Classic Transport Show, Pontypool & Blaenavon Railway, Blaenavon, Torfaen NP4 9SF, 01495 792263
e-mail: info@pbrly.co.uk
www.pbrly.co.uk

27-28th August – 27th Knebworth Classic Motor Show, Knebworth Park, near Stevenage, Hertfordshire SG1 2AX, 0845 879 1028
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

27-28th August – 44th Honiton Hill Rally, Smeatharpe Airfield, Devon EX14 9RF, 07929 534277
e-mail: info@honitonhillrally.co.uk
www.honitonhillrally.co.uk

28th August – Ribble Vehicle Preservation Trust, running day, Lytham St Annes
www.rvpt.co.uk

28th August – 33rd North East Bus Preservation Trust Seaburn Historic Vehicle Display, Seaburn Recreation Ground, sea front, Sunderland
www.nebpt.co.uk

28th August – Ride a Fire Engine Day, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD, 01473 715666
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

28th August – Car Running Day, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566
e-mail: info@lvvs.org.uk
www.lvvs.org.uk

31st August – Horse Tram Day, Crich Tramway Village, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiries@tramway.co.uk
www.tramway.co.uk

SEPTEMBER

2nd September – 42nd Raveningham Country Fair, Thurlton Road, Raveningham, Norfolk NR14 6NZ, 01508 528285
e-mail: jamespeterbrett@hotmail.co.uk
www.ravfair.co.uk

2-3rd September – Northleach Steam & Vintage Show, Eastington Road, Northleach, Gloucestershire GL54 3PJ, 07765 692758
e-mail: info@northleachsteamshow.co.uk
www.northleachsteamshow.co.uk

2-3rd September – Harewood House Steam Fair, Harewood, Leeds LS17 9LQ, 01751 200839
e-mail: info@outdoorshows.co.uk
www.outdoorshows.co.uk

2-3rd September – Shackerstone Festival, Barton Lane, Congerstone, Leicestershire CV13 6NB, 07767 400894
e-mail: info@shackerstonefestival.co.uk
www.shackerstonefestival.co.uk

2-3rd September – Macmillan Vintage Rally, Langhurst Hill Farm, Balls Cross, Petworth, West Sussex GU28 9JW, 01420 474298
e-mail: sylvia.haydon@btinternet.com

2-3rd September – Truckfest South East, Hop Farm, Maidstone Road, Paddock Wood, Kent TN12 6PY, 01775 768661
e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

2-3rd September – Strumpshaw Autumn Steam Rally, Strumpshaw Hall, near Brundall, Norfolk NR13 4HR, 01508 550293
www.strumpshawsteammuseum.co.uk

2-3rd September – Boston Steam & Vintage Festival, Frampton Lane, Hubberts Bridge, Boston, Lincolnshire PE20 3QU, 01205 760768
e-mail: franciskew@live.co.uk
www.bostonsteamandvintagefestival.co.uk

3rd September – Trans-Lancs Transport Show, Heaton Park, Prestwich and Museum of Transport, Boyle Steet, Cheetham, Manchester M8 8UW, 0161 205 2122
e-mail: email@gmts.co.uk
www.gmts.co.uk

3rd September – Leicester Transport Heritage Trust bus running day and rally, Birstall park & ride, LE4 4NP, 0116 275 1642
e-mail: info@ltht.org.uk
www.ltht.org.uk

3rd September – Open Sunday, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH.
e-mail: info@gvvt.org
www.gvvt.org

3rd September – Classic & Retro Show, Himley Hall, near Dudley DY3 4DF, 0845 879 1028
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

3rd September – Autumn Road Run, start and finish, Salisbury Livestock Market, Netherhampton, Salisbury, Wiltshire SP2 8RH, 01747 823365
e-mail: m.bailey1950@btinternet.com
www.thectp.org.uk

9th September – Friends of King Alfred Buses Twilight Running Day, 16.00-21-30, Broadway, Winchester, Hampshire, 01737 823436
www.fokab.org.uk

9-10th September – 44th Haddenham Steam Rally & Heavy Horse Show, Haddenham, Ely, Cambridgeshire CB6 3PT, 07741 019848
e-mail: info@haddenhamsteamrally.co.uk
www.haddenhamsteamrally.co.uk

9-10th September, Heritage Open Days, Museum of Transport, Boyle Steet, Cheetham, Manchester M8 8UW, 0161 205 2122
e-mail: email@gmts.co.uk
www.gmts.co.uk

9-10th September – Lanlivery Vintage Rally, Chark Farm, Redmoor, Bodmin, Cornwall PL30 5AR, 01208 872921
e-mail: lanliveryvintagerally@hotmail.co.uk
www.lanliveryvintagerally.co.uk

9-10th September – Malpas Yesteryear Rally, Hampton, Malpas, Cheshire SY14 8JN, 01978 780749
e-mail: billevans8320@btinternet.com
www.malpas-yesteryear-rally.co.uk

9-10th September – Coppice Steam & Working Trucks Show, Cossall Road, Trowell, Nottinghamshire NG9 3PG, 0115 849 8440
www.coppice-steam.wix.com

9-10th September – Retro Truck Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ, 01926 645033
e-mail: enquiries@britishmotormuseum.co.uk
www.britishmotormuseum.co.uk

10th September – On the Buses, Kidderminster Station, Severn Valley Railway, Worcestershire, 07793 769903
www.svr.co.uk

10th September – Vintage Transport Gathering, Bury Transport Museum and East Lancashire Railway, Bolton Street Station, Bury, Lancashire BL9 0EY, 0161 764 7790
e-mail: admin@eastlancsrailway.org.uk
www.eastlancsrailway.org.uk
www.burytransportmuseum.org.uk

10th September – South Yorkshire Transport Rally, South Yorkshire Transport Museum, Aldwarke, Rotherham, South Yorkshire S65 3SH, 07950 327237
e-mail: rally@sytm.co.uk
www.sytm.co.uk

10th September – The Atkinson Gathering, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011
e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

10th September – Speech House Vintage Show, The Speech House, Speech House Road, Coleford, Gloucestershire GL16 7EL, 07769 785902
e-mail: mark.harris101@tiscali.co.uk
www.fvmmc.co.uk

10th September – Otley Vintage Transport Extravaganza, Knotford Nook, Pool Road, Otley, near Bradford, Yorkshire, 01943 463467
e-mail: nigelfrancis@btinternet.com
www.ovte.co.uk

AS THE CROWS FLY – THE STORY OF CROW CARRYING COMPANY LTD

BY CLINTON YORK
PUBLISHED BY THE AUTHOR
ISBN 978 1540732156
AVAILABLE THROUGH AMAZON.CO.UK
OR DIRECT FROM THE AUTHOR,
07493 592572 OR
CLINTONYORKIE@HOTMAIL.CO.UK
£14.99

This book charts the history of Crow Carrying Co Ltd, the well-known road tanker company, based in Barking in Essex, from 1920 to 1985, when it was taken over by the Transport Development Group (TDG) soon becoming part of the 'Linkman' operation.

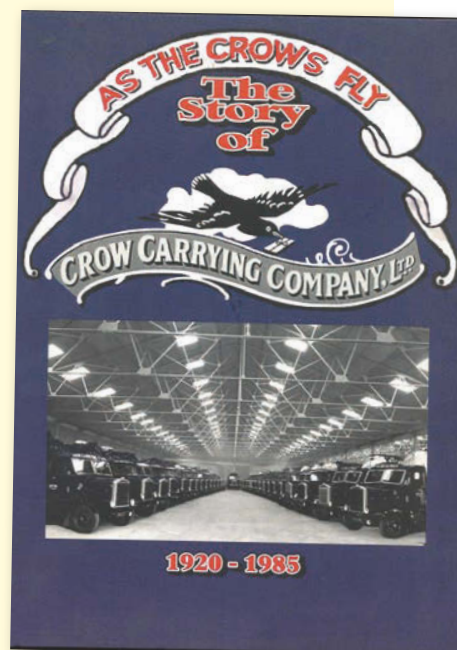
This is a personal look back at the company, with emphasis on the drivers' memories and stories and the author's personal memories of his time working alongside his father, who drove for Crow

from 1964 to 1985 when the company was taken over.

There is a lot of interesting detail about the company's operations and vehicles – including a complete fleet list – the drivers and other personnel, plus customers, including lots of first hand accounts. There are plenty of illustrations, including adverts and pictures of the company's vehicles, showing many different types, but including many examples of the iconic Scammell Highwayman.

Most of the black and white pictures are quite small, so this might not be the book for modellers looking for details, but there are lots of them, and they add plenty to the atmosphere of the drivers' personal accounts of their – mainly happy – memories of working for the company.

This book looks at Crow Carrying Co from a slightly different point of view from most company histories, and is all the more interesting as a result.



SCANIA 113 & 143 AT WORK

BY PATRICK W DYER
OLD POND PUBLISHING
5M PUBLISHING LTD
BENCHMARK HOUSE
8 SMITHY WOOD DRIVE
SHEFFIELD S35 1QN
WWW.OLDPOND.COM
ISBN: 978 1910 456927
£19.95

This is the ninth book in the 'At Work' series from this author, looking at what we might call 'modern classics'. Like the others on various Volvos, DAFs, ERFs, Seddon Atkinsons, Ford Transcontinental and earlier Scania,

it contains over 200 colour pictures of the vehicles in many well-known and not so well-known liveries in a variety of settings, all with interesting and informative captions. It is interesting to see how many company's liveries have survived and how many have changed or disappeared. The introduction describes the evolution of the Scania 1, 2 and 3 Series of vehicles. Again, like the previous books in the series, this is must for Scania fans and enthusiasts interested in trucks of the era from the late 1980s to the mid-1990s.

COMMER VEHICLES

BY BILL REID
AMBERLEY PUBLISHING, THE HILL,
MERRYWALKS, STROUD, GLOUCESTERSHIRE
GL5 4EP. WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6748-5, £14.99

This book follows the same author's books on AEC and Leyland Lorries, which was reviewed last month. It follows the same format, in the usual Amberley style, with two pictures to most of the 96 pages, many of them in colour. After a brief introduction, telling the story of the manufacturer, the pictures take the reader from the Commer Car vehicles of the early days of the 20th Century, to the last models of the mid-1970s, when the Commer badge was replaced by Dodge.

There is a good mix of preserved lorries and those photographed while still working, including a few overseas, with a couple of pages of diecast and other models at the end. With pre-war models, the Superpoise, QX and CA/VA lorry ranges of the 1960s, plus the various different Commer vans all covered, this makes an interesting pictorial history of the marque and is a must for Commer fans.

COMMER VEHICLES

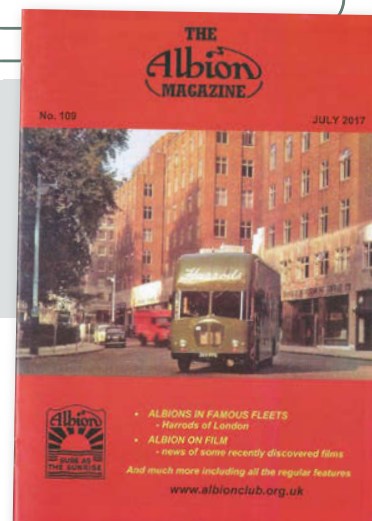
BILL REID



THE ALBION MAGAZINE

– NO 109 JULY 2017
PUBLISHED QUARTERLY BY
THE ALBION CLUB, 7 JOHN
STREET, BIGGAR ML12
6AE, SCOTLAND, PART
OF THE BIGGAR ALBION
FOUNDATION.

We must have been a bit tardy with our review last month of these club magazines. This latest issue of this club's interesting newsletter includes news of the discovery of some films, showing the Albion Works and Scammell Couplings, with some interesting 'stills', a couple more pictures of Millburn Motors, Albions in Famous Fleets No 4 – Harrods, with 15 great pictures, plus the usual club news, vehicles for sale of interest to Albion owners and enthusiasts, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.



MIDLAND RED DOUBLE-DECKERS

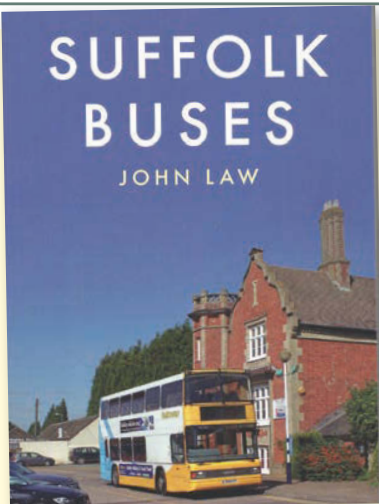
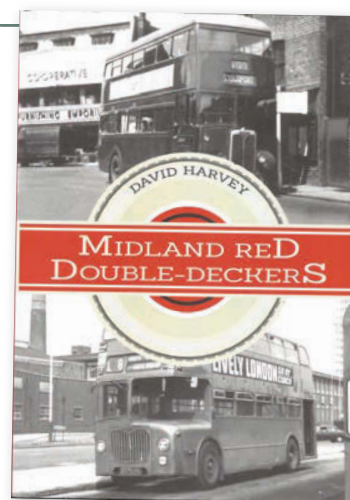
BY DAVID HARVEY
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS, STROUD
GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6786-7 £16.99

The Birmingham and Midland Motor Omnibus Company operated bus services across a wide area in the centre of England for many years. Midland Red, as it was known, was also known for building its own vehicle chassis, and some bodies, often incorporating advanced designs.

This book, which includes about 190 black and

white pictures in its 160 pages, is split into 18 chapters, with more text than usual in an Amberley book, dealing with each of the successive types of BMMO-built vehicles, as well as those bought in from proprietary manufacturers at various times and those inherited from companies taken over, like Stratford Blue, Harper Bros and Kemp & Shaw.

There are lots of technical and operational details, presented in a readable and interesting fashion, offering a most acceptable coverage of a wide-ranging subject. Midlanders will find it particularly fascinating, but it still kept this confirmed Bristol/ECW fan engrossed to the end.



SUFFOLK BUSES

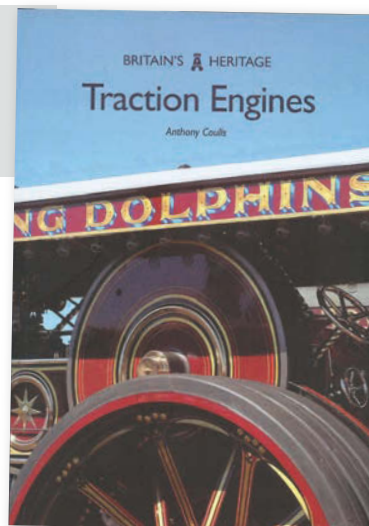
BY JOHN LAW
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS, STROUD
GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6801-9 £14.99

This book follows the same author's Oxfordshire Buses and Norfolk Buses, in the same format from Amberley, with 180 pictures, largely in colour, in 96 pages. This time a few more of them date back to the 1970s, showing a good cross-section of the vehicles of the two local municipals, Ipswich and Lowestoft, the major company, Eastern Counties, and the many independents, many of them now just memories. There are too many to list, filling half the book. I personally would have preferred more, but the book does show the development of vehicles, liveries and operators over the last 40 or so years. I must admit to a personal interest in the buses of my home county, but I think this book will have as wide appeal as the others among bus enthusiasts.

TRACTION ENGINES

BY ANTHONY COULLS
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS, STROUD
GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-6886-4 £8.99

Another in the 'Britain's Heritage' series from Amberley, with 80 illustrations in 64 pages, this book offers a very good introduction to the subject of road steam vehicles – although there are no steam lorries illustrated – perhaps a subject for a later volume? This one will also appeal to the already confirmed steam enthusiast, with plenty of interesting pictures, old and new, of various different types of engine, at work, at rallies and so on. There are chapters on the builders, how the various types of engine were used, as well as preservation. There is a lot of information packed into this modest volume.

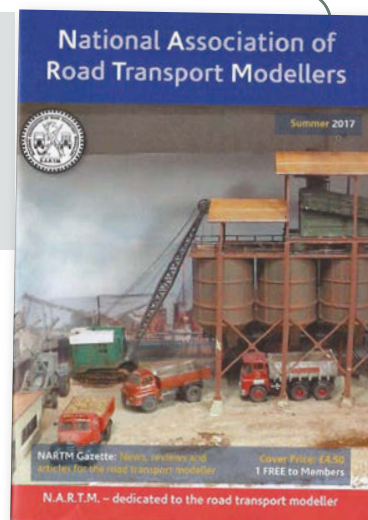


NARTM GAZETTE - SUMMER 2017 - NATIONAL ASSOCIATION OF ROAD TRANSPORT MODELLERS

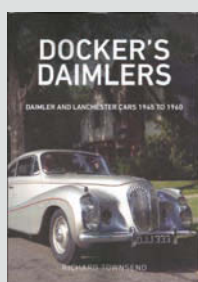
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NEWTON, HYDE, CHESHIRE SK14 4EH 0161 367 8999
E-MAIL: NARTM@US4B.CO.UK
MEMBERSHIP: £17 PER ANNUM (UK), £20 (EUROPE), £24 (ROW).

NARTM caters for people interested in all sorts of model lorries, diecasts, kits, conversions or scratch-built, including all scales and materials. The association's quarterly magazine gives details local meetings and open days, shows to go to, notably in connection with displays by association members, plus on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events. The association offers a lot of encouragement, whether you are an experienced modeller or not.

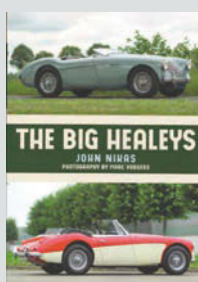
This issue includes several 'how to' articles, pictures of members' models, seen at the club's area meetings and at Truckfest and the Classic and Vintage Commercial Show at Gaydon, where the association has a strong presence. These offer plenty of ideas and motivation to other modellers.



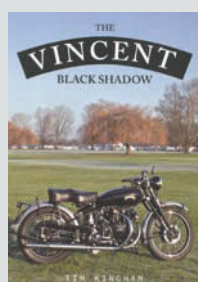
Amberley books has published a large number of other books in recent months, which are likely to be of interest to some of our readers. Some of the latest include:-



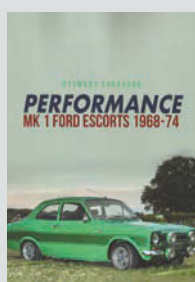
BY RICHARD
TOWNSEND



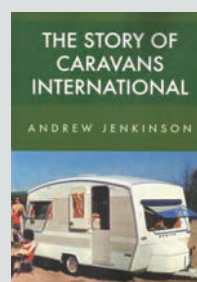
BY JOHN NIKAS



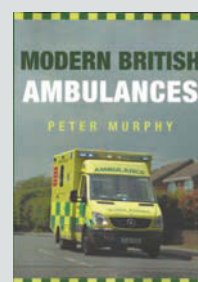
BY TIM KINGHAM



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ANDERSON



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THRILLS AND SPILLS – THE DAY I THOUGHT I WAS GOING TO DIE!

I was taken on by Dunlings Transport, of Lambert Street, Hull, in 1967. Dunlings ran a small but very tidy fleet of the LAD-cab Kew Dodge 300 Series, all articulated motors, carrying mainly timber out of Hull, returning with anything we could get our hands on to make the motors pay, with a little bonus for ourselves as drivers, especially if we had found the re-load ourselves.

The fact that I had only been driving lorries for two years had no bearing on what happened this particular day as, over previous years, I had already had a number of jobs driving a wide range of motors, from four-wheeled rigids to several articulated combinations and tankers. My downfall was not spending enough of my earnings on good maps, and relying too much on bad directions from the wrong people, which in this case nearly costing me my life.

In my first three weeks at the company I had only been as far as the West Midlands and Tyneside. By now I had proved my ability to take on the long hauls, so on the third Friday afternoon I was asked to load wet treated timber for Marley Tiles of Kilmarnock, Scotland, for delivery on the Monday. By 3 pm I was collecting my POD (proof of delivery) notes, ready for a nice early weekend finish, and was instructed to meet 'Midge', a long-serving Dunlings driver, at midnight on the A63 on Sunday.

Good grief! The only thing I knew about midnight on a Sunday was collapsing into bed after a good night in the pub. Apparently, no one ever knew Midge's real name and many said this even included his wife. In fact, the only people that did know his real name were Dunlings managers, for the purpose of employment, but it was a closely-guarded secret even by them.

But why the A63 at midnight? Well, for starters I lived at North Ferriby, seven miles west of Hull and, as many drivers will recall, it was necessary to take one's truck home, as most hauliers were based down side streets or in very small premises, without parking facilities.

Apparently, Midge was allergic to queues. It only needed one motor in front of him at a delivery and he would break out in a heavy sweat and spend the next hour pacing up and down, upsetting everyone in sight. How on earth he coped when timed deliveries were introduced in the late 1970s, I hate to imagine. However, we met up at this unearthly hour of the night, and trying to keep up with him was a nightmare in itself, as he never backed off, not even through all the villages, up the old A1 and over the A66, and remember, this was way before by-passes and dual carriageways.

By the time we reached Penrith, I was like death warmed up, and had no option but to let Midge go and pull into a lay-by for a break. No bed or reclining seats back then,

not in a Dodge, I hasten to add, so it was cushion on steering wheel, arms folded, head forward and hope to sleep. I awoke 40 minutes later, paced up and down the lay-by a couple of times, jumped back in the cab and cracked on, picking up the A75 from Carlisle up to Dumfries, then on to the A76 for the long drag to Kilmarnock.

I hit the outskirts of Kilmarnock around 7 am. It was still dark and so far it had been a long tiring night, having left home at 11.30 pm and I still had to find my delivery address. This was a far cry from the days (over the last 30 years) when I was able to leave Hull at 5 am, up to Kilmarnock for lunch (including a stop for breakfast), then into Glasgow to reload, then back down to the BP Truck Stop at Penrith, and all in a day.

I seem to remember Midge telling me that Marley Tiles was on the west side of the town, on the side of a main A road. This meant nothing to me, sitting there in the dark, with a cheap rubbish map and no A-Z, because I was too bloody tight to buy one earlier. So it was now down to the old method of jumping out and asking.

An old mate of mine advised me years earlier to always ask either a milkman, postman or a copper in that order, so why did I stop an elderly guy coming towards me on a bike holding a newspaper? Yes! Midge was correct about one thing. Marley was on the other side of town just as he said it was: "But listen lad, it's a long way round now you're here. I've lived here all my life and I'm never wrong on directions. Just follow this road for half a mile, then fork left at the church, and keep on that road until you see a red phone box, then turn sharp right and follow that road for half a mile and turn right at the bottom, but be careful, as it's a main road and will be busy at this time of day".

In 48 years as a lorry driver, these were the worst directions I ever followed, and they almost cost me my life. Within a couple of hundred yards after turning right at the phone box, I knew that I had made a grave mistake. The road ahead of me fell away into an abyss and I felt I was nose-diving into blackness. With ultra-quick thinking and, thank God, cold brakes, I was able to perform several double de-clutch operations, combined with hard blasts on the accelerator and jabbing of the brakes, to bring the engine down to crawler gear.

This was it! Everything now lay in the hands of the Gods. Within seconds, the engine was screaming, as I continued to stamp on the footbrake, then release for a few seconds, to allow the pressure to build up. At one point, I feared the gear box was going to explode and release everything to a certain self-destruct. I desperately pulled on the dead man's handle, in a bid to apply

more braking to the trailer. But to no avail.

The fact that it was now breaking daylight did not help, as I could now see just how steep the hill was, and how far I still had to go. It is right what they say, In situations like this, your whole life passes you by and I was now a crumbling wreck, crying my eyes out and about to give in. Suddenly, I was alerted to flames coming from the trailer wheels in my rear view mirrors, and the stench from the burning brakes was sickening. I now tried to gain control by running the nearside tyres up against the kerb, in a last minute bid to assist the braking.

I did at one point contemplate diving out and letting the lot go, but then thought: "If I am going to go, I might as well be brave and stay with it, like the captain of a ship." With zero air pressure, the air pressure warning bell and screaming engine were hurting my ears, and with burning brakes, the outcome seemed inevitable, as I closed my eyes to say goodbye to everyone and everything I loved.

Then, a miracle happened! The road had flattened out, but only for a few trailer lengths. I had two seconds in which to make a life-changing decision. The busy A road lay ahead of me, just as the old man had said. The view to my right was clear of trees and I could make a wide turn to avoid off-loading the 16 tonnes of wet timber from my trailer onto the highway. The only problem was the single-decker bus coming towards me.

I now needed more speed than ever, as I quickly released everything, slinging the Dodge out of gear to gain just enough momentum, in order to complete the turn and clear the bus by a cat's whisker!

As the air pressure now started to build up again, I slotted the Dodge into top gear and cruised steadily down the highway, in a bid to cool off the burning brakes. A sign at the side of the road indicated Marley's Tiles was two miles ahead. As I approached, I could see that the delivery yard was clear of any other motors. The fork-lift driver came over immediately, then screamed out: "Jesus mate! Look, you're on fire!" I just played blank, as he ran off and returned with a fire extinguisher and blasted both wheels of the single-axle trailer with dry powder, before offloading me.

It was no surprise to learn that Midge had been off-loaded at 7 am in the dark, and had already gone off to Glasgow to re-load.

In 50 years until now, I have never spoken about this incident to anyone other than my wife. Maybe the consequences of what could have been don't bear thinking about.

Maybe I should have listened to my friend better about the Milkman, Postman or Copper!

Brian Featherstone, Hull

MORE ON FORD D SERIES

After reading Norman Chapman's article on the Ford D Series, the following may be of interest.

As a crane service engineer, I used to go to Ford's Boreham test track. Once when I was there, I noticed a D Series tractor unit with a vertical engine. When I looked closer, I found it had two engines and two gearboxes, driving both rear axles.

I was told it went very well, was it ever used on the road?

Also seen at a later date was a front

wheel drive D Series. The chassis behind the cab dropped steeply down very low and the rear was supported with two tubular axles with Transit-sized wheels. This vehicle was used around the site for some time.

On another occasion, I saw a rear-engined bus/coach chassis with, I think, a Perkins V8 engine.

R Bensted, Dagenham, Essex.

There were at least two of the twin-engined D Series used on the road by British Road

Services and Hilton Transport Services (HTS) – well-remembered by anyone in transport in South-east London during the 1970s. I'm sure I have seen a picture of this one at least.

All sorts of drop-frame vehicles were designed by various manufacturers in the 1970-'80s, for distribution, especially for the drinks trades. They seem to have passed into history – along with multi-drop deliveries as we used to know them.

The rear-engined passenger chassis sounds like the Quest 80, which used Ford parts – unless anybody knows better...?

TALES FROM BRS

The branch meeting was coming to a close. Our manager said: "Before you all sod off to the 'Dog and Gun', I've been asked by head office to get to the bottom of the 'misleading information' pinned on the notice board."

I stood up: "Is it about the 'double bed for sale'? Sorry, it's a 'king size', my mistake."

"No, it's nothing to do with (bleep) furniture. Sit down, I'll deal with you later!"

"It's about this 'note' I hold in my hand."

Then he read it out: 'Urgently required at

the Leicester branch, steam cleaner, must be hard-working, flexible and reliable, and not be afraid to let off steam when under pressure. The 'one' we are working with now is as much use as a cast iron cabbage. Ring head office and ask for area manager.'

"If I find out who wrote this note, his feet won't touch the ground. This meeting's closed. Now, off to the pub, it's my round."

Why do I always get the blame?

When I worked for BRS, it was always my intention to work my way up the ladder. On

the notice board a vacancy came up for an 'area tyre pressure inspector'.

I only did that for 12 months. I spent six months 'on the sick', with broken toes and dislocated knees. Believe me, it's hard work, going to nine depots each day, to kick wagon and trailer tyres!

No wonder my mate 'Hissing Sid' gave it up. Like him, I was glad to get back on the road – neither of us could stand the pressure...!

'The Jester from Leicester'

LONDON TO BRIGHTON WOES

I am replying to the article in the July issue of Vintage Roadscene, written by Malcolm Bates, about the demise of the London Brighton run.

I totally agree with his comments, and would like to mention that it seems each year the run is becoming more of a South of England run, for people living south of Watford Gap. We have a marvellous selection of vintage commercial vehicles in the rest of UK and a lot of us do not mind travelling (if we could get accepted) but it seems if you live in the south, you can get the same vehicle entered each year and this I feel is making the run less interesting to vintage enthusiasts.

I attempted to enter a vehicle this year, which has just been restored, but I was not accepted. I can accept this, because there were too many applicants, but it would have been nice to have seen the whole of the UK represented.

I attended the run 40 years ago, when it started at Battersea Park. The Saturday night was a great social occasion, and lots of people were staying overnight, but then there were a lot of entries from the north, so perhaps that's what added to the atmosphere? We stayed at Crystal Palace last year and it was totally dead on the Saturday night – we were in bed by 10 pm.

I would point out I am not being critical of the organisers, as I think they work very hard to make a success of the run, but please stop treating it as a South of England local road run.

Glyn Swain, via e-mail

BRETT'S AEC

I bought a copy of Vintage Roadscene and on page 58, in the report on the AEC Rally at Newark, I found a photo of the ex-Bretts AEC Mammoth Major, which I was so pleased to see, as the last time I spoke to a chap in Kent, he informed me that this lorry might have ended up in the lake at Faversham.

This vehicle was always at Wincheap, the head office of Bretts, until the company moved to Northfleet. Would

the owner have an e-mail on which I could contact him, as I have some photos of the lorry, taken in the 1970s, when I drove for Bretts, very much a family firm in those days, and a good firm to work for.

I Steggall, St Leonards, East Sussex

I'm sure we'd all like to see those pictures and if the owner of the AEC would like to contact us, we'll certainly put you in touch.

LADY DRIVERS

Since as far back as 1976, I have read about some lady truck drivers, and seen photographs of them in either regional newspapers or relevant magazines. The earliest lady truck drivers' names I can think of are Joyce Wellings, Lois Tester, Sally Lyons, Pauline Robinson, Greta Shepherd, Wendy Glindon, Dawn Leonard, Lorraine Mason and Jean Klenk.

Joyce Wellings, I understand, is originally from my part of the world, the West Midlands, and from what I have recently heard, now

lives in Blackpool. She was originally a lorry driver for Lowe's Transport, Rowley Regis, and she appeared on film in the TV regional news programme 'ATV Today' on 1st May, 1973.

I since found a still photograph of Miss Wellings, as she boarded her Guy Big J lorry sporting a white miniskirt, a yellow sweater and light grey boots. I also found the footage of the original 'ATV Today' clip on the 'Mace Archive' website (www.macearchive.org), the Media Archive for Central England, based in Lincoln, hence the acronym MACE.

Robert Haynes, via e-mail

WHOOPS!

Of course, the August number of Vintage Roadscene is again very interesting, but look at page 75, 'Forgotten Arts'. One sack should weigh 51 Kilos not 512 Kilos.

Hans Stoovelaar, Amsterdam.

Whoops, I have to admit to a slip of the finger on the keyboard there – I wonder how many other people will notice? Thanks for letting me know and I'm glad you are receiving Vintage Roadscene over there to Holland.

PMP Transport Films

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3572. Monmouth. UK. Trucks. June 2017. A blazing hot morning at our usual roundabout entering Monmouth, traffic slowed for grass cutting work makes it easy!
3573. Avonmouth Docks. UK. Trucks. June 2017. The temperature is in the 30s as we capture the very interesting lorries which are leaving Avonmouth port area
3574. Kelsall. UK. Trucks. June 2017. A set of four super long running DVDs covering the annual Kelsall rally in Cheshire with a multitude of lorries, Friday arrivals
3575. Kelsall. UK. Trucks. June 2017. A set of four super long running DVDs covering the annual Kelsall rally in Cheshire, a multitude of lorries, Saturday with steam
3576. Kelsall. UK. Trucks. June 2017. A set of four super long running DVDs covering the annual Kelsall rally in Cheshire, a multitude of lorries, Tactors, Lorry lines
3577. Kelsall. UK. Trucks. June 2017. A set of four super long running DVDs covering the annual Kelsall rally in Cheshire with a multitude of lorries,

ERF's galore
3578. Limassol. Cyprus. Trucks. July 2017. A look at the mostly ex UK lorries at Limassol docks where action all day is always delivered, sunshine as always
3579. Cyprus. Trucks. July 2017. Mainly taken in and around Limassol and the dock approach roads in very hot sunny weather, lots of ex UK machines there
3580. Cyprus. TRNC. Trucks. July 2017. An important tour of Northern Cyprus through the Turkish occupied areas albeit very friendly to myself, plenty of discoveries
3581. Cyprus. TRNC. Trucks. July 2017. Scenes taken mainly at the largest port in TRNC at Famagusta with lots of opportunities to spot golden oldies from UK
3584. Southampton. UK. Trucks. July 2017. A chance to have our first visit on a busy normal working day in high summer after an exploratory trip last winter
3585. Southampton. UK. Trucks. July 2017. The areas near the main docks are the focus of our attention for this second hour of coverage of sunny Southampton port.

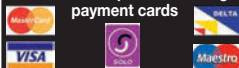


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CIRCUS TRANSPORT AND MORE

The recent circus transport articles in the magazine have struck a chord with me, as I have many photographs, particularly from the post-war years, up to the 1960s-'70s period, where my real interests lie.

Enclosed are pictures of three- ex-War Department Bedford QLs, operated by Bertram Mills Circus. These were taken by Philip Bradley, whose entire collection of fairground and general photographs are now in a collection in Surrey or Sussex. I obtained these many years back. I am not sure of the location or date. SLW and SGK are London registrations from 1956-57.

SGK 937 is seen alongside David Brown tractor, EAX 993, equipped with a crane, SLW 317 is pulling the circus heating unit, while SLW 318 carries two tanks and is standing in front of Thornycroft, HYL 42.

I have also sent some general vintage transport pictures from my collection, including a Bedford MW, MEH 224, re-bodied as a breakdown truck, working for the Wirral Veteran Motor Co. Then there is a workshop scene at Staffordshire Farmers, with a Guy Otter

Diesel on the right, ODA 984 and a Boalloy-cabbed tractor unit, possibly another Guy or Seddon? Thirdly, a 'Smith for Service' Leyland Steer 'Chinese six' platform lorry, HMS 969, on fire!

I think the Marshall of Bulwell, Nottinghamshire Atkinson eight-wheeler, MKB 574, with a four-wheeled trailer, both beautifully roped and sheeted, epitomises early post-war British road haulage.

I am seeking information on some Rugby Cement vehicles, Gardner 180-powered ERF tractor unit, NUE 112F, delivered 1/12/1967, seen with a tandem bulk tanker, 32 tons gross, 20 ton load, seen with driver, Brian Peeps, along with NUE 113F, chassis numbers 64GBX/15506 and 64GBX/15536 – does either still exist?

Also ERF eight-wheeler, AUE 131J, fleet no 695, Gardner 150 engine, David Brown six-speed gearbox and Eaton two-speed axle, chassis no 68GX2/20341, delivered to RPC 3/11/1970, driven by Fred Saunders. This lorry managed 14 years solid service with RPC, then sold to two outside contractors, before being acquired for preservation in 1990 – where is it now?

Glen McBirnie, Rugby.



SAD FIRE ENGINE

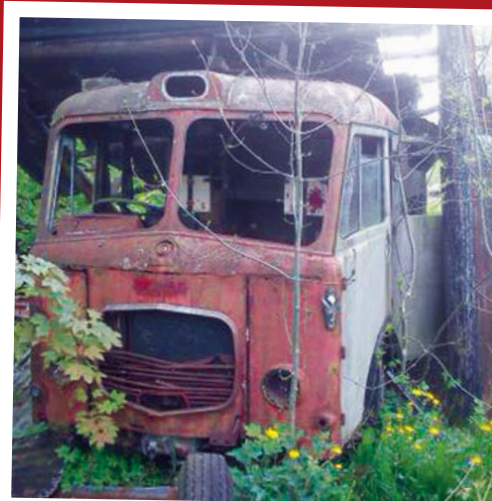
I wonder if any fire engine enthusiasts would be able to identify this relic, which is slowly falling to pieces. It is housed in a small shed, which is falling apart around it. The fire engine resides in the village where I live in North Yorkshire, and the field and shed belongs to a farm, which is run by the farmer's elderly widow. If your contacts seem interested I will see if I can get further information.

To me it looks like a Dennis from the 1960s. If I remember rightly, some were fitted with six cylinder Rolls-Royce engines. The registration number can still be made out, 532 SPU.

John Christie, via e-mail



This is an Essex registration from 1959, so presumably this is an Essex Fire Brigade vehicle. Would any readers be interested in taking on a major restoration – or maybe it would be useful for spares?





BERTRAM MILLS WANTED

I have enjoyed reading through the Road Haulage Archive issue 'Circus Transport'. A number of circuses feature in the book, but I was surprised not to see photographs of Bertram Mills Circus as, at the time, it was one of the three big circuses, alongside Billy Smart's and Chipperfields.

Are there no photographs of Bertram Mills Circus? It would be great if there are any pictures of this circus, if they could be used in a future publication.

I enjoy reading Vintage Roadscene, and have been reading the magazine since issue no 1, as it has a mix of the vintage scene.

Peter Tilley, Newport, Gwent.

Unfortunately, there were no pictures of Bertram Mills Circus in the archives we used for 'Circus Transport', but we shall endeavour to make amends in the future.

STEAM TIPPER

I thought readers might be interested in the attached photograph, depicting a Foden Speed Twelve steam lorry belonging to the municipal Electricity Department of my home town of Derby. As far as I can tell, this three-axle model was introduced in 1931, towards the end of Foden's steam lorry manufacture, as diesel-engined products were becoming more popular.

Relatively modern in appearance, it had an under-type engine (under the floor), and Foden badges appeared above the windscreen, as well as on the front wheel hubs. The side advertisement is a little confusing, but it possibly referred to the pre-war conversion of domestic lighting from gas to electricity, the former still being in regular use during the 1930s.

Colin Barker, Wilby, Suffolk

Thanks, a great picture of a vehicle which was very modern in some ways, which also ties in with the latest Road Haulage Archive issue on tippers, which includes a small section on tipping steam wagons.



TERENCE JACKSON (1944-2017)

Vintage Roadscene reader, Terence Jackson, was taken on his final journey to Kingsdown Crematorium, by the Vintage Lorry Funerals 1950 Leyland Beaver.

Terry was born at Worton Farm, Cassington, near Oxford and moved to Filkins when he was eight years old and went on to attend Burford Grammar School. During school holidays and weekends, Terry used to travel with Chick Hambridge in his Bedford S Type rigid and this is where his love of lorries originated.

Terry's first driving opportunity was with a Bedford TK, which was owned by C W Ravens of Filkins, who made Poultry Houses and reared turkeys for Christmas. Terry would take the poultry up to Smithfield market on his flat-bed, in the days before 'Health & Safety' stipulated a refrigeration requirement. Terry then joined R Hinton & Sons at Southrop, driving a Bedford J four-wheeler, collecting grain in sacks from local farms. He then progressed to eight-wheelers, making bulk deliveries of grain, animal feeds and fertilizers.

Joining S W Transport in Swindon, he was allocated to The Early Learning Centre contract. One day, he was sent to the Chester shop, which has an underground delivery area. Unfortunately, Terry was allocated the oldest motor in the fleet, with no powered steering but plenty of black smoke. Tight corners in the underground area meant plenty of shunting and black smoke was streaming out of the exhaust. As Terry walked up the stairs to the Early Learning Centre shop, the fire alarm started to sound and the staff refused to off-load the rigid. People were rushing out of the shops in the shopping mall, and the hotel on the same site was being rapidly exited by guests and staff. Terry walked back down the stairs and saw two firemen with hatchets looking for the fire and said: "It's only smoke from my motor." This was definitely a case of there being smoke without a fire.

Terry and his wife Bet used to visit lorry shows throughout the country and at one of these in the early 1980s, there was an Eddie Stobart marquee with a flatbed trailer in front, and drivers were invited to demonstrate their roping and sheeting techniques. Terry watched a few drivers make an effort, then he told one that if he had left Carlisle with the trailer as it was, the load would be off the trailer on the Tebay bend and told him what he had



done wrong.

Terry felt a tug on his sleeve and turned around to find a short gentleman who spoke with a distinct Cumbrian dialect, and a pronounced speech impediment, who immediately offered Terry a driver training role. Terry thanked Edward for the offer, but said he didn't want to move home.

Rheumatoid Arthritis brought an end to his driving career and S W Transport offered Terry an office-based job, but it wasn't for him, so he turned to his love of gardening and started a successful garden contracting business. Terry used to cut the grass for a number of councils and his work with Down Ampney helped the village win the Best Kept Village competition. With his wife Bet, he set up Beds'n'Baskets in Highworth High Street ten years ago, selling the total range of DIY items and supplied the town with hanging baskets. Terry read a number of monthly transport magazines and was an avid model collector, with a vast collection of lorries and buses in five cabinets, most shelves and cupboard tops, featuring all the famous names, apart from Eddie Stobart.

Terry is deeply missed by Bet, his wife of 48 years, his Brother Derek and many friends.

If you wish to know more about the activities of the Leyland Beaver then ring 01225 865346 or visit www.vintagelorryfunerals.co.uk



LONDON IN THE 1970S

I apologise for being behind in my reading, having just completed the June 2017 issue in which the above article appeared. The pictures and the comments against them took me back to my childhood, when it was considered safe for 'sensible', road safety aware kids to go bus and trainspotting all over London on their own without fear of mugging, abduction, etc.

One spotting location was Aldgate bus station as featured in the article. I'm sure that I'm correct in stating that in the 1950/1960 period this was the only bus terminus in London serving Central Area (red) buses, Green Line coaches (if that is how you would describe a green AEC Regent RT type decker on the 721) and trolleybuses.

How Victoria bus station has changed and is still changing. When I was a young lad, the

taxis were mainly Austin FX3s, with even the occasional Austin Low-loader cab from pre-war days, the buses AEC Regent RTs, Leyland Titan RTLs and RTWs, together with (rarely) AEC Regent STLs.

Regarding your picture of Victoria coach station, I think the Bristol/ECW coaches are actually RELH types not RELs, being of the higher floor type to accommodate luggage in underfloor lockers. The recent celebration of the coach station's 85th anniversary was an ideal opportunity to see a wide range of coach types which had served this location over that period.

The ramp at Liverpool Street railway terminus, which led down to the roadway in your view, was an excellent trainspotting location and at that time (again 1950s/'60s period) the cabs were mainly Austin FX3s with the occasional Metropolitan or other make and it was very

exciting to see the Morris Commercial Royal Mail vans loading/unloading sacks of mail for rail transport.

My means of getting to Liverpool Street was by route 641 trolleybus, which also terminated in Finsbury Square, where your picture shows the bus route 21. In the late 1920s, my father drove on the No. 21 and in those days the route was even longer than mentioned. It ran from Turnpike Lane in North London to Farningham in Kent (near Brands Hatch). Imagine doing that journey with no windscreen nor cab door, crash gearbox and mechanical brakes! My dad said he did one round trip from Turnpike Lane and one short return to London Bridge Station in a shift.

Thanks for the memories (as the song goes) and for showing my age!

Graham McQueen, Norfolk - but originally Tottenham, North London.

HALL & CO, CROYDON

Issue 213 of Vintage Roadscene was brilliant. Being a Croydonian, the highlight for me was the Hall & Co article. Their Head Office was a three-storey building in Cherry Orchard Road, Croydon, named Victoria Wharf. Most of Hall & Co's lorries had Croydon number plates, BY,OY,RK,VB, no matter where they were kept.

As a small boy, the Hall & Co lorries were like a magnet to me, probably something to do with the Post Office red livery, black wings and wheels and the yellow signwriting. The Hall & Co lorries that I remember as a boy were Bedford O and A Type coal lorries, loaded up two-high with sacks of coal, and Bedford S Type tippers with Perkins R6 diesel engines. The S Types were gradually replaced by a few Thames Traders and a lot of Bedford TKs.

I have seen photos of Hall & Co tippers such as Bedford O Types, Kew Dodges and Fordson 7Vs, but I haven't actually seen them for myself. I did see a lot of Hall & Co AEC Marshal tippers in the 1960s and '70s, with their smart-looking welded alloy bodies.

At the back of Victoria Wharf were railway sidings full of coal wagons.

Hall & Co had been coal and coke merchants since the 19th century. They had their own shunters, from steam locos in the early days to a diesel electric in the 1960s. Victoria Wharf was demolished in the 1960s and was replaced by a tall office block.

I also liked the Close to Home article. The Austin Loadstars and Thames ET7s were available with factory-fitted Perkins P6 diesels. It was that era when diesel began to replace petrol lower down the weight range. The letter from Tony Isted was interesting. In the 1960s and '70s, I worked for a firm, delivering steel wire ropes to companies all over South East England.

I went to Laporte Industries/Fullers Earth at Nutfield quite a few times, I've seen them fitting tracks to bulldozers in the workshop. It was heavy work. The Renwicks Commer at the top of page 16 is a V Type, fitted with single headlights and a Perkins 6-354 diesel. I also found the letter from Ron Hughes about the fire appliance petrol engines very interesting. I knew that some Bedfords were fitted with Jaguar engines, and he explains the reason why. At first glance it seems like an unlikely combination.

H Daulby, Croydon

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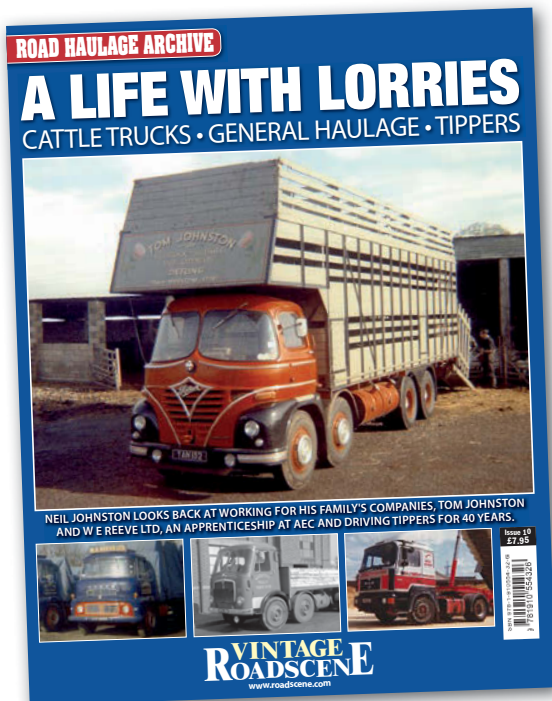
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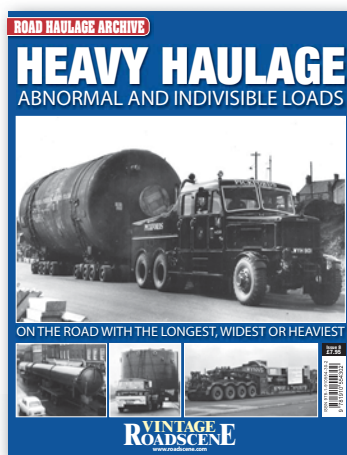
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Embarrassing!



It's happened to everybody. They are showing off their new acquisition and what it can do and something goes horribly wrong! I can remember an off-road test with another journalist driving on a track through some woods, in a four wheel drive vehicle (which had perhaps better remain nameless, along with the driver), to show how much better it was than a Land Rover. Of course, we got stuck and guess what came along and had to give us a tow out...?

Here we have the cover star of our October 2009 issue (my first as editor, eight years ago!). It looked good, charging up a steep bank and through the mud, on what appears to have been a Ministry of Defence testing ground or a quarry, in photographs presumably taken for a Commercial Motor on and off-road test.

The new lorry, seen here from the rear, was a diesel-powered Bedford RLHC, which would have been fitted with a Perkins R6, used in this model until replaced by Bedford's own diesel in 1957, registered TTB 374 (Lancashire, 1954), from the fleet of British Insulated Callender's Construction Co Ltd, which merged with British Insulated Cables, to become British Insulated Callender's Cables (BICC).



It would appear that the RL has got stuck in the mud here, and is having to be towed out by the vehicle it was probably replacing in the fleet, an ex-War Department Bedford QL from World War II, GYR 84 (in a London series used to register ex-WD vehicles in the early post-war years). Like the RL, this was fitted with a steel tipper body, which looks as if it has suffered some abuse.

You can just see the chain between the two Bedfords. Not easy to make out on the black and white picture, unless you enlarge it, is that there is also a rope from the rear of the QL to the front of the Thames ET7, TTB 375.

This was also fitted with a Perkins engine, and, as seen in the background of another picture in the series, was a six-wheeled Sussex or Surrey conversion – depending on whether it was a 6x2 or 6x4.

It seems to have been taking the efforts of both the Bedford QL and Thames to pull the RL out of the mud. The front bumper of the Thames is being bent upwards by the rope. The gents in the suits are looking worried, perhaps because only one thought to bring his wellies. Hopefully they all got out of the mess before the end of the day...

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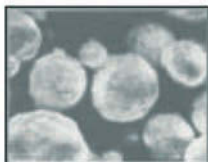
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